Project Report ATC-240

Lincoln Laboratory Evaluation of TCAS II Logic Version 6.04a – Appendices Volume II

A.C. Drumm

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15 February 1996

Lincoln Laboratory

MASSACHUSETTS INSTITUTE OF TECHNOLOGY

LEXINGTON, MASSACHUSETTS



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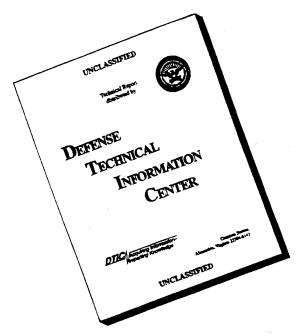
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16. Abstract				
TO. AUSTRACT				
This report documents	s the Lincoln Laborato	ry evaluation of the Traff	ic Alert and Collision	1 Avoid-
ance System II (TCAS II) logi since 30 December 1993 by th	c version 6.04a. TCAS	II is an airborne collisio	n avoidance system i	required
in U.S. airspace. Version 6.04				
correct a potential safety prob				
air traffic control system.	1 . 1.1 1 . 1			
TCAS-TCAS encounters, deri	valuated the logic by ex ved from actual aircra	amining approximately tv ft tracks recorded in U.S.	vo million simulated ; . airspace. The main	pairwise goals of
the evaluation effort were: (1	l) to determine if vers	sion 6.04a successfully co	orrected the potentia	ıl safety
problem without introducing in (3) to understand the perform	new problems; (2) to denance limits of the log	etect and explain any are ic. Five analysis program	as of poor performan is were written to ai	ice; and d in the
evaluation, and these program				
		rresponding to the above		
the report gives an overview of A description of follow-on act				
the report.	villes plus sverall som	and recommend	tions are given at th	o ond or
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APPENDIX A SCENARIO DEFINITION FOR TCAS II TESTING

CLASS	PARAMETER VARIED	RANGE	STEP SIZE	MULTIPLICATION FACTOR
0,10	alt sep @ CPA vertical rate 1 vertical rate 2 alt a/c 1 at CPA	-400, 400 fpm 0, 400 fpm	250 400 400 3800	7 3 2 2 2
1,11	alt sep @ CPA vertical rate 1 vertical rate 2 alt bins alt a/c l at CPA	-400, 400 fpm 1000, 5000 fpm -20, 20 ft	250 400 2000 40 3800	7 3 3 2 2 2 252 * 26 = 6552
2,12	alt sep @ CPA vertical rate 1 vertical rate 2 vertical accel 2 time vert accel 2 alt bins alt a/c l at CPA	-400, 400 fpm 1000, 5000 fpm .05, .35 g 20, 30 sec -20, 20 ft	250 400 2000 .1 5 40 3800	7 3 3 4 3 2 2
3,13	alt sep @ CPA vertical rate 1 vertical rate 2 vertical accel 2 time vert accel 2 alt bins alt a/c l at CPA	-400, 400 fpm 1000, 5000 fpm 35,05 g 20, 30 sec -20, 20 ft	250 .400 2000 .1 5 40 3800	3024 * 26 = 78624 9 3 3 4 3 2 2 2 3888 * 26 = 101088
4,14	alt sep @ CPA vertical rate l vertical rate 2 alt bins alt a/c l at CPA	-750, 750 ft -5000, 5000 fpm 1000, 5000 fpm -20, 20 ft 3700,7500 ft	250 2000 2000 40 3800	7 6 3 2 2 7 504 * 26 = 13104

```
7
                                -750, 750 ft
                                                   250
             alt sep @ CPA
5,15
                                                   2000
                                -5000, 5000 fpm
            vertical rate l
                                                                 3
                                1000, 5000 fpm
                                                   2000
            vertical rate 2
                                                   .1
                                                                 4
            vertical accel 2
                                .05, .35 g
             time vert accel 2 20, 30 sec
                                                   5
                                                                 3
                                                                 2
                                                   40
                                -20, 20 ft
             alt bins
             alt a/c 1 at CPA 3700,7500 ft
                                                   3800
                                                               6048 * 26 = 157248
                                                                 7
                               -750, 750 ft
            alt sep @ CPA
                                                  250
6,16
                                                                 6
                                -5000, 5000 fpm
                                                  2000
            vertical rate 1
                                                  2000
                                                                 3
                                -5000, -1000 fpm
            vertical rate 2
                                                                 4
            vertical accel 2
                                .05, .35 g
                                                   .1
                                                                 3
                                                  5
            time vert accel 2 20, 30 sec
                                                                 2
                               -20, 20 ft
            alt bins
                                                  40
            alt a/c 1 at CPA 3700,7500 ft
                                                  3800
                                                                 2
                                                              6048 * 26 = 157248
                               -750, 750 ft
                                                  250
                                                                 7
            alt sep @ CPA
7,17
            vertical rate l
                               1000, 5000 fpm
                                                  2000
                                                                 3
                               -5000, 5000 fpm
                                                  2000
                                                                 6
            vertical rate 2
                                                                 3
                                                  .1
            vertical accel 1
                               .05, .25 g
            vertical accel 2
                               magnitudes .05
                                                  .1
                               to .35 g; sign
                               is same sign of
                               vertical rate
            time vert accel 1 25 sec
                                                                 1
                                                  5
                                                                 3
            time vert accel 2 20, 30 sec
                                                                 2
            alt a/c l at CPA 3700,7500 ft
                                                  3800
                                                              9072 * 26 = 235872
                                                  250
                                                                7
                               -750, 750 ft
8,18
            alt sep @ CPA
                                                  2000
                                                                3
            vertical rate 1
                               -5000, -1000 fpm
                               -5000, 5000 fpm
                                                                6
                                                  2000
            vertical rate 2
                                                                3
            vertical accel 1
                               .05, .25 g
                                                  .1
            vertical accel 2
                               magnitudes .05
                                                  .1
                               to .35 g; sign
                               is same sign of
                               vertical rate
                                                                1
            time vert accel 1 25 sec
            time vert accel 2 20, 30 sec
                                                                3
                                                                2
            alt a/c l at CPA 3700,7500 ft
                                                  3800
                                                             9072 * 26 = 235872
```

9,19	alt sep @ CPA	-1000, 1000 ft	250	9
	vertical rate 1	1000, 5000 fpm	2000	3
	vertical rate 2		2000	6
	vertical accel 1	15,05	.1	2
	vertical accel 2	magnitudes .05	.1	4
	•	to .35 g; sign		
		is opposite sign	of	
		vertical rate		
	time vert accel 1	25 sec		1
	time vert accel 2	20, 30 sec	5	3
	alt a/c l at CPA	3700,7500 ft	3800-	2

7776 * 26 = 202176

TOTAL SCENARIOS RUN:

CLASS	0,10	2,184
CLASS	1,11	6,552
CLASS	2,12	78,624
CLASS	3,13	101,088
CLASS	4,14	13,104
CLASS	5,15	157,248
CLASS	6,16	157,248
CLASS	7,17	235,872
CLASS	8,18	235,872
CLASS	9,19	202,176
	-	
TOTAL	1	,189,968

APPENDIX B

TOTAL OF ENCOUNTERS RUN;

BREAKDOWN BY ENCOUNTER CLASS AND EQUIPAGE

Class	Number of Parameters Variations*	Dataset 1 (26 equip. pairs)	Dataset 2 (30 equip. pairs)	Dataset 3 (30 equip. pairs)
0/10	84	2184	2520	2520
1/11	252	6552	7560	7560
2/12	3024	78624	90720	90720
3/13	3888	101088	116640	116640
4/14	504	13104	15120	15120
5/15	6048	157248	181440	181440
6/16	6048	157248	181440	181440
7/17	9072	235872	272160	272160
8/18	9072	235872	272160	272160
9/19	7776	202176	233280	233280

Total

1,189,968

1,373,040

1,373,040

Dataset 1 - 26 equipage pairs

6.02, 6.04, 6.04a

Pilot Responding

	AC1 AC2		AC1 AC2
1.	Mode C vs. non-resp TCAS (planned)	14.	non-resp TCAS vs. Mode C (planned)
2.	Mode C vs. 6.02	15.	6.02 vs. Mode C
3.	Mode C vs. 6.04	16.	6.04 vs. Mode C
4.	Mode C vs. 6.04a	17.	6.04a vs. Mode C
5.	6.02 low ID vs. 6.02 high ID	18.	6.02 high ID vs. 6.02 low ID
6.	6.02 low ID vs. 6.04 high ID	19.	6.04 high ID vs. 6.02 low ID
7.	6.02 high ID vs. 6.04 low ID	20.	6.04 low ID vs. 6.02 high ID
8.	6.02 low ID vs. 6.04a high ID	21.	6.04a high ID vs. 6.02 low ID
9.	6.02 high ID vs. 6.04a low ID	22.	6.04a low ID vs. 6.02 high ID
10.	6.04 low ID vs. 6.04 high ID	23.	6.04 high ID vs. 6.04 low ID
11.	6.04 low ID vs. 6.04a high ID	24.	6.04a high ID vs. 6.04 low ID
12.	6.04 high ID vs. 6.04a low ID	25.	6.04a low ID vs. 6.04 high ID
13.	6.04a low ID vs. 6.04a high ID	26.	6.04a high ID vs. 6.04a low ID

^{*} from "multiplication factor" in Appendix A

Dataset 2 - 30 equipage pairs

6.02, 6.04a

Pilot Responding and Pilot Non-responding (PNR)

Dataset 3 - 30 equipage pairs

6.04, 6.04a

Pilot Responding and Pilot Non-responding (PNR)

	AC1 AC2		AC1 AC2
1.	Mode C vs. non-resp TCAS (planned)	16.	
2.	Mode C vs. 6.04	17.	6.04 vs. Mode C
3.	Mode C vs. 6.04a	18.	6.04a vs. Mode C
	6.04 low ID vs. 6.04 high ID	19.	6.04 high ID vs. 6.04 low ID
	6.04 low ID vs. 6.04a high ID	20.	6.04a high ID vs. 6.04 low ID
	6.04 high ID vs. 6.04a low ID	21.	6.04a low ID vs. 6.04 high ID
7.	6.04 low ID vs. 6.04 PNR high ID	22.	6.04 PNR high ID vs. 6.04 low ID
8.	6.04 high ID vs. 6.04 PNR low ID		6.04 PNR low ID vs. 6.04 high ID
9.	6.04 low ID vs. 6.04a PNR high ID		6.04a PNR high ID vs. 6.04 low ID
	6.04 high ID vs. 6.04a PNR low ID		6.04a PNR low ID vs. 6.04 high ID
11.	6.04a low ID vs. 6.04a high ID	26.	6.04a high ID vs. 6.04a low ID
12.	6.04a low ID vs. 6.04 PNR high ID	27.	6.04 PNR high ID vs. 6.04a low ID
13.	6.04a high ID vs. 6.04 PNR low ID	28.	6.04 PNR low ID vs. 6.04a high ID
14.	6.04a low ID vs. 6.04a PNR high ID	29.	6.04a PNR high ID vs. 6.04a low ID
15.	6.04a high ID vs. 6.04a PNR low ID	30.	6.04a PNR low ID vs. 6.04a high ID

APPENDIX C

NMAC TABLES

MITRE encounter class: 0 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 0.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 8
Normalizing number for TCAS-TCAS cells: 16

		1 1			craf; 6.02		6.04	1	6.05	1	1
A		1		1		1					
i	Mode C	1		l	0 `	1	0	1	0	1	 1
r		1		i		1		I		1	l
С	6.02	1	0	1	0	1	0	1	0	1	 l
r		1		1		1		1		1	l
a	6.04	1	0	1	0	1	0	1	0	1	 l
£		1		1		1		I		i	1
t	6.05	1	0	1	0	l	0	l	0	١	 1
		1		I		I		1		1	1
1		1		I	-	1		1		1	 ł

Table 0.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 8
Normalizing number for TCAS-TCAS cells: 16

					raft						
		I	1ode C	1	6.02	6.04	I	6.05	1	1	
Α		- 1		ı		1	ı		i	[
i	Mode C	1		1	0	1 0	l	0	l		
r		1		i			1		1	I	
С	6.02	1	0	1	0	i o	i	0	i		
r		i	_	i	-	i	i	•	i	;	
a	6.04	1	0	1	0		-	^		-	
a	0.04	!	U	!	0	1 0	1	U	1		
I		I		I		į.	1		1	1	
t	6.05	1	0	-	0	1 0	I	0	!		
		ı		1		1	1		i	!	
1		I		1			i		Ī	i	

MITRE encounter class: 0 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 0.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 8
Normalizing number for TCAS-TCAS cells: 16

			rcraft 6.02		6.05	I	Į
	Mode C		l 1 0	l 1 0	I 1 0		T
r		i	ĺ				i
C r	6.02	1 0	[0]	[0 [l 0 I]
ā	6.04	į o		0	0		1
f t	6.05	0	l 0	! 0	i 0	 	I I
1			 			<u> </u>	1

MITRE encounter class: 0 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 0.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 10 20

Normalizing number for TCAS-TCAS cells:

	Aircraft 2									
		1	Mode C	1	6.02	6.04	6.05	1	I	
A		<u> </u>		<u> </u>		1		1		
i	Mode C	1		Í	0	i o	i o	i	i	
r		1		1		1	ĺ	i	i	
С	6.02	1	0	1	0	0	1 0	i	i	
r		1		1				i	i	
a	6.04	ļ	0	1	0	0	i 0	i	i	
f		ı		1		1	ĺ	i	i	
t	6.05	- 1	0	1	0	1 0	1 0	i	i	
		1		i		i			i	
1		i		ł			l	<u> </u>	•	

Table 0.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

A i

r С

r a

f

t

1

		rcraft 6.02	2 6.04	6.05	1	1
Mode C		 10	10	l 10		1
6.02	1 10	l 20	20	20	 	
6.04	10	20	20	1 . 20	<u> </u>	1
6.05	10	! 20 !	20	l 20		

Table 10.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

4
Normalizing number for TCAS-TCAS cells:

8

	Aircraft 2									
		Mode C	1 6.02	6.04	1 6.05	1	1			
		<u> </u>	1	<u></u>	1	1				
i	Mode C	I	0	0	1 0	—	i			
r		1	1	l	1	i	1			
С	6.02	1 0	1 0	1 0	1 0	I. —	I			
r		1	1	I	1	1	1			
a	6.04	1 0	1 0	[0	1 0		l			
f		1	1	l	1	1	1			
t	6.05	1 0	1 0	1 0	1 0	· —	I			
		l	1	1	1	1	1			
1						I	1			

Table 10.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

8

	Aircraft 2											
		1	Mode C	1	6.02	l	6.04	1	6.05	1		1
	· · · · · · · · · · · · · · · · · · ·			 -								
i	Mode C	1		1	0	1	n	1	0	1		1
r		i		i	·	i	·	i	·	i		i
С	6.02	I	0	1	0	1	0	1	. 0	1		i
r	c 0.4	!	•	!		1	_			1		1
a f	6.04	1	0	!	0]	0	l	0	!		ļ
ŧ	6.05	i	0	1	0	1	0	1	0	1	tel Barre	ļ 1
		i	_	i		i	·	i	v	i		İ
1		1		1		1		- 1		ı		ĺ

Table 10.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

4
Normalizing number for TCAS-TCAS cells:
8

		Mo			craft 6.02		. 4	6.05	1	1 .
A		ī		1		1	1		1	
i	Mode C	i		ĺ	0	i o	i	0	i	1
r		1		ı		1	1		i	i
С	6.02	ı	0	1	0	1 0	i	0	i —	i .
r		- 1	•	- 1		1	i		i	i
a	6.04	1	0	1	0	0	i	0	i —	i
f		i		- 1		1	i		i	i
t	6.05	I	0	ı	0	1 0	i	0	i	i
		l		1		1	1		i	i
1		i		1			i		·	i

MITRE encounter class: 10 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 10.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 62

Normalizing number for TCAS-TCAS cells:

124

			rcraft 6.02		6.05	I	1
A		1	1	1	l	1	1
i	Mode C	I	1 0	1 0	1 0	l 	1
r		I	1	[[l	I
С	6.02	1 0	1 0	1 0	1 0	l	1
r		1	1	1		ĺ	1
а	6.04	1 0	1 0	1 0	. 0		1
£		1	l	1	1	l	1
t	6 .0 5	1 0	1 0	1 0	0	l 	1
		I	1	1	Į	1	1
1	•		!	1	l 		I

Table 10.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 62

Normalizing number for TCAS-TCAS cells:

Aircraft 2										
		Mode C	6.02	6.04	6.05					
A		<u> </u>		1	1					
i	Mode C	i	57	38	1 38	i i				
r				1	1	1 1				
С	6.02	55	118	110	110	1 1				
r					1	1 1				
a	6.04	38	114	ļ 76	1 76					
İ	6.05	1 20	774	!	1					
τ	6.05	38	114	76	76					
1		 		! !	I					

MITRE encounter class: 1 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 1.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

36

Normalizing number for TCAS-TCAS cells:

72

		1			6.02	t 2 6.04	1 6.05	1	I
A		1		1		1	1	1	1
i	Mode C	1		1	0	1 0	1 0	1	1
r		1		ł		1	1	1	1
С	6.02	l	0	I	0	1 0	1 0	I	1
r		l		I		1	1	1	1
a	6.04	1	0	l	0	1 0	1 0		1
£		ſ		1		1	1	1	
t	6.05	1	0	1	0	1 0	1 0	1	
		İ		l		1	I	1	i
1		1		1		I	[1	I

Table 1.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

36

Normalizing number for TCAS-TCAS cells:

	Aircraft 2									
		Mode C	1 6.02	6.04	6.05	1	1			
		1	1	1	t .					
i	Mode C	i —	i o	i o	i o	<u> </u>	i			
r		I	1	1	1	İ	Ì			
С	6.02	1 0	1 0	1 0	1 0	I —	1			
r		1	1	1	1	l	1			
a	6.04	1 0	1 0	1 0	1 0	I	į			
f		ł	I	1	1	1	i			
t	6.05	1 0	1 0	1 0	0		l			
_		l .	1	1	1	1	i			
1				1	1	1	1			

MITRE encounter class: 1 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 1.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 36
Normalizing number for TCAS-TCAS cells: 72

			ircraf 6.02		6.05	1	ı
A			1	1	1	1	<u> </u>
i	Mode C	i	0	0	1 0	1	1
r		1	i	1	1	1	1
С	6.02	1 0	1 0	1 0	0		! .
r		1	1		!	1	1
а	6.04	1 0	1 0	1 0	1 0		1
f		1	1	1	I	1	- !
t	6.05	1 0	1 0	1 0	1 0	-	Ì
		1	1	1	1	i	1
1		l	1		1		1

MITRE encounter class: 1 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 1.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

		Mode C	ircraf 6.02		1 6.05	1	I
A			1	1	1	1	1
i	Mode C	I	0	1 0	1 0	1	1
r		i	1	1	1	1	
С	6.02	1 0	1 0	1 0	1 0		1
r		!					ļ
a	6.04	1 0	1 0	1 0	1 0		ļ
f		l			1.	1	!
t	6.05	1 0	1 0	0	[0	<u> </u>	1
		1	l	l	1	1	1
1			1	!		I	1

Table 1.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 152

Normalizing number for TCAS-TCAS cells:

		A i Mode C	rcraft 6.02	2 6.04	1 6.05	1	1
A				1	1	1	1
i	Mode C	I	152	145	145	i —	i
r		1		1	1	1	1
С	6.02	152	304	1 304	304	i	ļ
r a	6.04	1 145	304	i 290	 290	! 	1
f		i	I	1	1	1	1
t	6.05	1 145	304	290	290	<u> </u>	1
1			l —	1		l	1

MITRE encounter class: 11 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 11.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

0

			ircraf 6.02		6.05	ı	1 .
A		1	1	İ	1	1	1
i	Mode C	·	1 0	1 0	1 0		1
r		1	[1	1	1	l
С	6.02	1 0	1 0	1 0	[0	!	l .
r		1	1	_		1	!
a	6.04	1 0	1 0	1 0	1 0	!	1
£		i	l		1	!	1
t	6.05	1 0	1 0	1 0	[0	!	!
			1 .	1		1	ļ
1		1	·		I	1	j

Table 11.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

		1 %			craf: 6.02			ì	6.05	ı	i
		Į P	lode C	i	0.02	ì	0.04		0.05		
A		1		1		1		1	_	1	1
i	Mode C	1		ļ.	0	1	0	ļ.	0	1	 !
r		!	•	1	•	i	0	1	0	1	 1
C	6.02	1	0	l I	U	i	U	i I	U	i I	 i I
a	6.04	1 1	0	1	. 0	ŀ	0	;	0	i	 i
f	0.04	1	v	i	•	i		i	•	i	i
t	6.05	i	0	i	0	İ	0	1	0	1	 1
·		l		1		1		1		1	1
1		1		1		ł		1		1	 Į

MITRE encounter class: 11 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 11.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

0

			ircraft 6.02		1 6.05		1
A		1	i	\$	1	1	
i	Mode C	i	i o	i o	i o	· 	1
r		1	į	i	i	1	i
С	6.02	1 0	1 0	1 0	0	i	i
r		1	i	1	İ	i	i
а	6.04	1 0	1 0	1 0	i o	i	i
f		I	i	f	ĺ	İ	i
t	6.05	0 1	0	1 0	1 0	i	i
		1	1	i	1	i	i
1			1 —	1	I		i

MITRE encounter class: 11 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 11.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 128

Normalizing number for TCAS-TCAS cells:

			rcraft 6.02		6.05	1 1
A			1	1	I	1
i	Mode C		0	0	0	
r		1	1	1		[
С	6.02	1 0	1 0	1 0	1 0	
r			1			
a	6.04	1 0	1 0	1 0	1 0	
f		1	ł	1	1	1
t	6.05	1 0	1 0	1 0	1 0	1 1
		1	1	1	I	1 1
-			1		1	1 1

Table 11.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 64

Normalizing number for TCAS-TCAS cells:

	Aircraft 2										
		Mode C	6.02	6.04	1 6.05	1	ĺ				
A				į	i						
i	Mode C	I	64	J 38 .	38	1	ı				
r		1	1	İ	İ		i				
С	6.02	64	128	128	128		i				
r		i	1	1	1	1	1				
a	6.04	38	128	76	76	i	1				
f	0.01	1	,	i	1	i	i				
<u>.</u>	6.05	38	! 128	76	76	i	i				
Ļ	0.05	1 30	, 120	, ,,	1 70	ł I					
_		1	i	!		!	t .				
1		i	· · ·	i ——			1				

MITRE encounter class: 2 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 2.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 432
Normalizing number for TCAS-TCAS cells: 864

		1	A : Mode C	ircraft 6.02		1 6.05	ı	1
A		1		1	1	1	1	
i	Mode C	1		0	i o	i o	· 	1
r		1		1	ĺ	i	i	ŀ
С	6.02	1	0	1 0	1 0	i o	i	i
r		l		1	I	İ	i	i
a	6.04	1	0	1 0	I 0	1 0	i —	i
f		1		1	1	I	1	i
t	6.05	1	0	1 0	I 0	! 0	i	i
		1		1	1	i	1	i
1		1		1 —		1	1	i

Table 2.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 432

Normalizing number for TCAS-TCAS cells: 864

	Aircraft 2 Mode C									
		I Mode C	1 6.02	1 6.04	1 6.05	1	1			
A		ı	[1	1				
i	Mode C	1	1 0	i o	i o	·	i			
r		1	1		i	i	1			
С	6.02	1 2	1 0	1 0	I 0	<u> </u>	ì			
r		1	1	1	i	i	i			
a	6.04	14	1 2	1 5	j 5	i	i			
f		1	1	1	İ	i ·	i			
t	6.05	14	1 2	1 5	5	i	i			
		I	1	1	l	i ·	i			
1		i			l —	i	i			

MITRE encounter class: 2 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 2.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

432

Normalizing number for TCAS-TCAS cells:

	Aircraft 2											
		i M	iode C	1	6.02	1	6.04	1	6.05	I		ı
A		1		1		1		1		1		1
i	Mode C	Ì		İ	0	1	0	1	0	1		1
r		I		1		1		1		1		Į
С	6.02	1	2	l	0		0	- 1	0			1
r		1		ı				I	_	1		!
a	6.04	i	14	İ	2		5	- 1	5	ļ		ļ
f		1		ı			_	ļ	_	l		Į.
t	6.05	1	14	Į.	2	- [5	!	5	ļ		!
		i		1		I		ł		1		!
1		1		1		1		- 1	-	l		1

MITRE encounter class: 2 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 2.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an

NMAC, based on simulation truth):

1516 3032

Normalizing number for TCAS-TCAS cells:

	Aircraft 2								
		Mode	C	6.02	6.04	6.05		1	
A		1	1	l	į į		ı	i	
i	Mode C	1	1	56 I	63 I	63		- 1	
r		1	1	1			1	1	
C	6.02	206	i	12	16	16	1	i	
~	0.02	1	i	:			i	i	
<u>.</u>	C 04	1 170	. :	20 !	F0 !		1	:	
a	6.04	1 170	1	20	52	52		1	
f		i	ì	i	1	·	1	l	
t	6.05	170) [20	52	52	I —	1	
		1	i	I			i	1	
1		i	i	i			i		
_		•		•	•	1	•	•	

Table 2.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1516 Normalizing number for TCAS-TCAS cells: 3032

Aircraft 2 | Mode C - 1 6.02 1 6.04 6.05 I Α i Mode C 1460 1439 1439 r 6.02 3020 С 1310 3016 3016 r 6.04 3012 a 1338 2970 2970 f t 6.05 1338 3012 2970 2970 1

MITRE encounter class: 12 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 12.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

			rcraft 6.02		6.05	I	1
		1		1		1	
i	Mode C		0	0	1 0	l —	1
r		1		l	1	· ·	ļ
С	6.02	0	0] 0	1 0		!
r a	6.04	1 0	l 0	l ! 0	[0 [<u> </u>	
t	6.05	1 0	1 0	! 0 !	0	<u> </u>	
1			i	<u> </u>	<u> </u>	i	i

Table 12.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

			ircraft 6.02		1 6.05	ī	I
A		1	1		[1	1
i	Mode C	1	1 0	1 0	1 0		ı
r		I	. 1	1	1	l	1
С	6.02	1 0	1 0	1 0	1 0	l	!
r		1	1	1		1	ŀ
a	6.04	1 0	1 0	1 0	1 0		ı
f		1	1	1	1	Ţ	1
t	6.05	1 0	1 0	1 0	1 0	1	
		1	1	1	1	ł	1
1		1	1	1	l		1

MITRE encounter class: 12 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 12.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

1

		Mod			craft 6.02		4	6.0)5	1	í
A		1				1				1	<u> </u>
i	Mode C	-		1	0	1	0		0	1	. [
r		1		1		1				1	1
С	6.02	1	0	1	0	1	0		0		. 1
r		1		1		1	1			1	ĺ
a	6.04	1	0	1 .	0	1	0		0	1	. 1
f		1		I		1				1	ĺ
t	6.05	1	0	ŀ	0	1	0		0	I	· į
		1		ı		1				1	į

MITRE encounter class: 12 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 12.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1076
Normalizing number for TCAS-TCAS cells: 2152

		Mo			craf 6.02			ı	6.05	ı		t
λ			 			1						
i	Mode C	i		Ì	0	i	0	i	0	i	~~~	i
r	6.02	!	10	į	0	ļ	n	!	0			1
c r	0.02	1	10	İ	O	i	U	í	0	i		i
a	6.04	1	13	!	0	!	1	!	1	!		!
r t	6.05	1	13	i 	0	1	1	1	1	l		1
-		į		Í		İ		İ		1		Ţ
1		1		- 1		1		1		1		1

Table 12.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1076

Normalizing number for TCAS-TCAS cells: 2152

	Aircraft 2										
		Mode C	1 6.02	1 6.04	6.05	i	ı				
		[T	I	1	1	1				
i	Mode C		1 1076	768	768		I				
r		1	1	1	1	1	1				
С	6.02	1 1066	2152	2152	2152		i				
r		1	i	I	1	1	i				
а	6.04	803	2152	1643	1643	1	1				
£		ł	1	1	1	1	1				
t	6.05	1 803	2152	1643	1643	1	1				
		i	1	1	1	1	1				
1			i				1				

MITRE encounter class: 3 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 3.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 368

Normalizing number for TCAS-TCAS cells: 736

		1	A i Mode C		raft 6.02		6.04	1	6.05	i	1
A		1		1		1		1		ī	 T
i	Mode C	ı		1	0	1	0	1	0	İ	 i
r		ı		1		I		1		1	i
С	6.02	1	0	1	0	1	0	1	0	f	 ĺ
r		1		1		1		1	•	1	1
a	6.04	1	0	1	0	1	0	1	0	l	 1
f		1		1		1		1		t	1
t -	6.05	1	0	1	0	1	0	I	0	[1
		1	*	1		1	*	{		1	1
1		1		1		1		1		1	 1

Table 3.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 368

Normalizing number for TCAS-TCAS cells:

			rcraft 6.02		1 6.05	I	ı
A					1	1	ī
i	Mode C	1	1 0	0	0		i
r		1	İ	l	1	İ	i
С	6.02	1 17	0	i 0	1 0		1
r		1	!	l	1	I	1
a	6.04	1 33	[0	0	1 0	l 	1
I	C 05	1					1
t	6.05	33	0	0	1 0	<u> </u>	ļ
7		1	1 1		1	<u> </u>	l .
-		:	1				1

MITRE encounter class: 3 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 3.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

368

Normalizing number for TCAS-TCAS cells:

	· Aircraft 2								
		Mode C	6.02	6.04	1 6.05	1			
		1	ı	1	•	1			
i	Mode C	i	i 0	j o	i 0	i i			
r		1	1	1	1	1			
С	6.02	1 17	1 0	l 0	1 0	I I			
r		1	1	1	1	1			
a	6.04	J 33	1 0	1 0	1 0	1 1			
f		1		ĺ	l	1			
t	6.05	1 33	1 0	1 0	i 0				
		1	1	1	1]			
1				l 		1 1			

MITRE encounter class: 3 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 3.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1208

Normalizing number for TCAS-TCAS cells: 2416

	Aircraft 2								
		Mode C	6.02	6.04	6.05	1			
A		i	<u> </u>		1	1			
i	Mode C	i	1 0	0	0	i i			
r		1	1		1	1			
С	6.02	0	1 0	0	1 0	-			
r		1	1	1	t	1			
a	6.04	1 0	1 0	1 0	1 0	1 - 1			
f		1		I	l	1			
t	6.05	1 0	1 0	1 0	1 0				
_			1	!	1				
1		1	I	l 					

Table 3.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1208

Normalizing number for TCAS-TCAS cells: 2416

	Aircraft 2										
		Mode C	1 6.02	6.04	6.05	1	ı				
A		1	1			1	1				
i	Mode C	1	l 966	1 748	748	·	1				
r	•		1	1	1	i,	1				
С	6.02	934	1940	1868	1868		1				
r				1			1				
a	6.04	746	1932	1496	1496		1				
Í				1	1	1					
t	6.05	1 746	1932	1496	1496	!	Į.				
-		!	1		•	l .	ļ				
1		1	l 				ŧ				

MITRE encounter class: 13 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 13.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 64
Normalizing number for TCAS-TCAS cells: 128

		[]			craft 6.02		1 6.05	1	1
A		ī		I		1	1	1	
i	Mode C	1		I	0	1 0	1 0	I —	1
r		l				1	1	1	ı
С	6.02	١	. 0	İ	0	1 0	1 0	1	- 1
r		1		1		1	1	I	1
a	6.04	ŀ	0	!	0	1 0	1 0	-	İ
f		ĺ		l		1	1	1	ł
t	6.05	l	0	l	0	0	1 0	1	1
_		l l		ļ.			1	1	1
1		į		l					l

Table 13.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 64
Normalizing number for TCAS-TCAS cells: 128

	Aircraft 2									
		Mode C	6.02	6.04	1 6.05	1				
A		ſ	1	I	<u> </u>	1				
i	Mode C		1 0	1 0	0	i i				
r		1	1	!	1	1				
C	6.02	1 1	1 0	1 0	1 0	I I				
r		1	l	{	Į.	1				
а	6.04	1	1 0	1 0	1 0					
f		1		1	1	1 1				
t	6.05	1	1 0	1 0	1 0	1 1				
		1	1	I	1	1				
1			i	l	1	1 1				

MITRE encounter class: 13 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 13.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells: 128

		1			craft 6.02		1 6.05	1	1
A		-		1		1	1	1	
i	Mode C	- 1		1	0	i o	i o	i	1
r		-1		1			i	i	i
С	6.02	- 1	1	- 1	0	1 0	i o	i	i
r		- 1		- 1		1	ì	i	i
а	6.04	- 1	1	- 1	0	1 0	i o	i	i
f		- 1		ı		į	i		i
t,	6.05	ı	1	1	0	1 0	i o	· 	i
		1		1		İ	i	i	i
1		ł		1			i	i	i

MITRE encounter class: 13 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 13.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2248

Normalizing number for TCAS-TCAS cells: 4496

			ircraft 6.02		1 6.05	l .	1
A			ĺ		1	<u> </u>	
i	Mode C	i	i o	26	19	i	i
r		1	1	1	İ	i	i
С	6.02	1 8	1 0	2	1 0	·	ì
r			1	1	1	i	i
a	6.04	1 11	14	21	1 3	i	i
f		1	1	1	i	1	i
t	6.05	11	1 8	18	1 4	i	i
		1	1	1	1	İ	i
1		I				I	ĺ

Table 13.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2248

Normalizing number for TCAS-TCAS cells: 4496

		A : Mode C	ircraft 6.02	2 6.04	6.05	ı	ı
		,			, 0.05	'	1
A		1	1	1	1		1
i	Mode C	1	1724	1280	1 1287	i	i
r		1	1	1	Ī	i	j
С	6.02	1642	3624	3498	3500		i
r		1	1	1	1	i	i
a	6.04	1174	3434	2691	2709	·	i
f		1	1		Í	ì	í
t	6.05	1 1174	3440	2694	1 2708	i	i
		1	1	İ	i	i	i
1		1			i	i	i

MITRE encounter class: 4 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 4.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 60

Normalizing number for TCAS-TCAS cells:

i

r

c r a

f

1

Mode C

6.02

6.04

6.05

120

Table 4.2

0

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 60
Normalizing number for TCAS-TCAS cells: 120

	Aircraft 2								
		Mode C	6.02	6.04	6.05	l I			
A			ł	I	1	1 1			
i	Mode C		1 0	0	0	i i			
r		1	1	1	1	i i			
С	6.02	[0	1 0	1 0	1 0	l 			
r			1	1	1	l i			
а	6.04	1 0	1 0	1 0	1 0				
£			1	1		1			
t	6.05	1 0	1 0	1 0	1 0	1 1			
			1	1		İ			
1			1	1		i i			

MITRE encounter class: 4 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 4.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

120

Normalizing number for TCAS-TCAS cells:

	Aircraft 2										
		[]	Mode C	ı	6.02	1 6.0	4	6.05	I	l	
						<u>.</u>	· · ·	1	i		
A		!		!	_	1					•
i	Mode C	- 1		- 1	O	1	U	1 0	ı		l
r		1		1		1		1	I	i	1
С	6.02	1	0	ı	0		0	1 0	l		1
r		- 1		1		1		1	- 1	1	1
а	6.04	- 1	0	1	0	1	0	1 0	1	1	1
f		1		1		i		i	1	1	1
t	6.05	i	0	ĺ	0	1	0	1 0	i		1
		i		i		ĺ		İ	1	1	1
1		i		i		i		l	1		1

MITRE encounter class: 4 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 4.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 304
Normalizing number for TCAS-TCAS cells: 608

	Aircraft 2											
		1	Mode C	1	6.02	1 6	.04	ı	6.05	1		1
A					 					<u>i</u>		
i	Mode C	i		i	0	i	1	i	0	1		1
r		1		1		i		Ì		i		i
С	6.02	1	0	İ	0	i	0	i	0	i		ì
r		ı		1		i		ı		i		i
a	6.04	1	1	1	0	1	0	ĺ	0	Í		i
f		ŀ		l		1		1		ı		i
t	6.05	1	0	I	0	i	0	1	0	ı		į
		- 1		ı		1		ı		1		Ì
1		1		I		1		1		ı		1

Table 4.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 304
Normalizing number for TCAS-TCAS cells: 608

		A i	rcraft 6.02	2 6.04	[6.05	1	
					0.05	1	ŧ
A	Mode C		 304	l 293	l 294	-	1
c	6.02	304	608	l 608	l 608		1 I
r a	6.04	293	608	 588	1 588		1
t	6.05	294	608	l 588	{ 1 588		1
1				 	 		†

MITRE encounter class: 14 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 14.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 12
Normalizing number for TCAS-TCAS cells: 24

	Aircraft 2										
		Mode C	6.02	6.04	6.05	l	1				
A		1	1	l	1	1					
i	Mode C	i	i o	0	0	i	i				
r		1	1		1		i				
С	6.02	1 0	1 0	1 0	0	l	1				
r	C 04	1	!			i	!				
a	6.04	! 0	1 0	j 0	I 0		!				
±	6.05	1 0	1 0	1 0	! } ∩	! !	1				
Ū	0.00	i	i	İ	1	1 1	i				
1		i		i			i				

Table 14.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 12
Normalizing number for TCAS-TCAS cells: 24

	Aircraft 2										
		Mode C	1 6.02	6.04	6.05	l	I				
A		i	1	ĺ		1					
i	Mode C	1	1 0	0	1 0	t	-				
r		+	1	l		i	1				
С	6.02	0	1 0	l 0	1 0	I	1				
r		1	[Ī	1	1	1				
a	6.04	1 0	1 0	0	1 0	I	1				
f		1	1	İ	ľ	1 .	I				
t	6.05	1 0	1 0	1 0	1 0	·	1				
		1	1		1	1	ł				
1			I				1				

Table 14.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

12

Normalizing number for TCAS-TCAS cells:

		Mode C		6.02		1 6.05	1	ı
A		ī	1		1	1	1	
i	Mode C	I	1	0	i o	0	i —	i
r		1	1		1	1	1	i
С	6.02	1 0	l	0	1 0	1 0		i
r		i	1		1	•	1	ĺ
a	6.04	1 0	1	0	1 0	1 0	1	ı
f		1	l		1	1	1	1
t	6.05	1 0	1	0	1 0	1 0	-	1
		1	. 1		1	1	1	1
1			ı		 -	1		i

MITRE encounter class: 14 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 14.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 128

Normalizing number for TCAS-TCAS cells: 256

Α

i

c

a f

1

Mode C

6.02

6.04

6.05

Table 14.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 128

NMAC, based on simulation truth): Normalizing number for TCAS-TCAS cells:

		Αi	rcraft	2			
		Mode C	6.02	6.04	6.05	1	1
			1	,	1	1	
A		!			1	l .	!
i	Mode C		120	84	84		1
r		1	1		1	l l	1
С	6.02	120	256	240	240	I	l
r		1	1	i	1	1	1
a	6.04	i 84	240	168	168	i	i
۵ ج	0.04	1 02	1	1	1	i	i
<u>.</u>		!	1	1	1 160	!	!
t	6.05	84	240	168	168		1
		1	1		i		1
1							1

MITRE encounter class: 5 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 5.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth): 790 Normalizing number for TCAS-TCAS cells: 1580

	Aircraft 2 Mode C 6.02 6.04 6.05										
		1 11000	, 0.02	0.01	, 0.05	•	•				
A		1	1	l			1				
i	Mode C	1	1 0	1 0	1 0	 	ı				
r		1	1	1	1	1	1				
С	6.02	[0	1 0	1 0	1 0		i				
r			1	1	1		ł				
a	6.04	1 0	1 0	1 0	0						
f		1	1	Į.	1	1	1				
t	6.05	1 0	1 0	[0	1 0		I				
		1	1	1	į į	1	1				
1		ļ 	l ——	1	1	1					

Table 5.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 790
Normalizing number for TCAS-TCAS cells: 1580

		Mod			aft.		4	6.05	1	1
							·		•	·
A		1		l	1		1		1	1
i	Mode C	1 -		1	0 !	0	1	6	1 -	i
r		1		{	1		1		1	1
С	6.02	1	69	l	0	0	1	0	1 -	
r		1		1	1		1		1	1
a	6.04	ı	96	l	0 [0	1	0	1 -	- 1
f		1		1	1		1		1	ı
t	6.05	1	91	1	0	0	i	0	1 -	Ì
		1		l	i		i		İ	i
1		-			-		Ì		i -	i

MITRE encounter class: 5 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 5.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth): 790

Normalizing number for TCAS-TCAS cells: 1580

		(1			craft 6.02		1 6.05	I	1
A		1		1		1	1	ī	T
i	Mode C	1		1	0	1 0	1 6	1	1
r		1		1		1	1	1	ı
С	6.02	1	69	l l	0	0	1 0	<u></u>	l .
r		1		[•		!	!	!
a	6.04	!	96	i	0	1 0	1 0	<u></u>	1
Ī	C 0F	ļ	01	l.	0	1	1 0	1	ļ
τ	6.05	į,	91	1	U	1 0	į U		I I
7		!		i		<u> </u>	1	1	1
Ŧ		. 1		ſ		1			1

MITRE encounter class: 5 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 5.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 3744
Normalizing number for TCAS-TCAS cells: 7488

			rcraft 6.02		1 6.05	1	1
A			1	1		1	
i	Mode C	l	1 40	107	102	i	i
r		1	1	İ	i	ì	i
С	6.02	176	1 4	1 8	I 8	i	i
r		1	1	İ	İ	i	i
a	6.04	165	1 8	l 26	1 26	i —	i
£		1	1	1	1	Ì	i
t	6.05	1 165	1 8	1 26	1 26		i
_		1	1	i	1	1	i
1			I		1		1

Table 5.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 3744
Normalizing number for TCAS-TCAS cells: 7488

		A : Mode C	ircraft 6.02	2 6.04	1 6.05	I	1
A i r	Mode C	1	1 3690	! ! 3470	3475		1
c	6.02	3554	7484	7452	7452	<u> </u>	1
a f	6.04	3424	7452	7166	7166		!
t	6.05	3424	7452	7166	7166		
1		i	i	i	i	<u> </u>	

MITRE encounter class: 15 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 15.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 74
Normalizing number for TCAS-TCAS cells: 148

		Mode C	Airc		2 6.04	ı	6.05	i	ſ
A		1	1	······································	1	T		1	$\overline{1}$
i	Mode C		1	0	1 0	- [0	I	1
r		1	1		i	1		1	ļ
С	6.02	1 0	1	0	1 0	1	0	!	ı
r		Į.	1		1	1		1	1
a	6.04	1 0	1	0	1 0	1	0	1	1
f		i	1		1	- 1		1	1
t	6.05	1 0	I	0	1 0	-	0	1	1
		1	l		1	1		1	1
1			1		1	1		1	- 1

Table 15.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 74
Normalizing number for TCAS-TCAS cells: 148

		Αi	rcraft	2			
		Mode C	6.02	6.04	6.05	1	I
		1	1		1		
A	W- 3- 0		1	1	1	! •	1
ı	Mode C		1 0			!	!
r			1	_		1	1
С	6.02	28	1 0	1 0	1 0	1	I
r			1	1	!	1	1
a	6.04	1 26	1 0	0	0	1	1
£		1	!	1	1	I	1
t.	6.05	25	1 0	1 0	i o	l	i
_			i	, I	, I		i
,		1	1	i !	!	· 	i
T		1	1			ı ——	ı

MITRE encounter class: 15 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 15.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

74

Normalizing number for TCAS-TCAS cells:

		Αi	rcraft	2			
		Mode C	1 6.02	1 6.04	6.05	1	1
		l .	1	1	1	1	
i	Mode C	l	0	1 0	0	·	. 1
r		1	1	1	1	1	1
С	6.02	28	0	1 0	1 0	I	ŀ
r		1	1	I	1	1	1
a	6.04	[26	0	1 0	1 0	i	1
f		1	1	1		1	1
t	6.05	1 25	1 0	0	1 0		1
		1	1	1	1	1	I
1		1					1

MITRE encounter class: 15 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 15.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1440
Normalizing number for TCAS-TCAS cells: 2880

			rcraft 6.02		1 6.05	I	1
A		ı	1	l	l		1
i	Mode C	1	1 8] 1	7	1	1
r		1	!	!	!	1	l l
С	6.02	i 8	1 0	9	,		1
r	c 04		1 12	l 28	27	!	1
a	6.04	8	1 12	{	1	i	i
I +	6.05	1 8	1 4	1 25	21		i
L	0.03	i	1	1	i	i	İ
1		i	i	i	1	1	1

Table 15.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1440
Normalizing number for TCAS-TCAS cells: 2880

		A i Mode C	rcraft 6.02	2 6.04	6.05	i	1
A	Mode C	 	 1394	1 1039	1 1014		
r	Houe C	i	1	i	İ	i	i
c	6.02	1 1403	2880	2813	2815		
a	6.04	1 1089	2800	2220	2213	<u> </u>	į
f +	6.05	 1089	1 2808	l 1 2223	2219	!	
L	0.05	1	1	1	i	i	İ
1			1	1		I	l

MITRE encounter class: 6 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 6.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 864

Normalizing number for TCAS-TCAS cells:

1728

1728

					craf				C 05		
		, ,	Mode C	I	6.02	i	6.04	I	6.05	1	ı
A		1		ı		1		T		1	
i	Mode C	1		1	0	ĺ	0	İ	0	i	 i
r		- 1		1		1		1		1	i
С	6.02	1	0	i	0	i	0	1	0	1	 ĺ
r		1		1		1		1		1	1
a	6.04	1	2	ı	0	1	0	- 1	0	1	 1
f		- 1		i		1		- 1		1	1
t	6.05	1	4	i	0	i	0	- 1	0	1	 1
		1		1		1		1		ł	1
1		1		1		1		1		-	 1

Table 6.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 864

Normalizing number for TCAS-TCAS cells:

			rcraft 6.02		l 6.05	I	1
A		1			ı	1	
i	Mode C	l	1 0	7	I 5	i	i
r		1	1		l	l	ĺ
С	6.02	56	1 0	0	1 4	l —	1
r		1		_	1	1	ı
a £	6.04	118	1 4	5	13	!	
E +	6.05	1 06	1 4			!	ļ
L	0.05	1 86	1 4	4	14	<u></u>	ļ
1		 	1	 	! !	l 1	1
-		•	1				1

MITRE encounter class: 6 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 6.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

864

Normalizing number for TCAS-TCAS cells:

		A i Mode C	rcraft 6.02		1 6.05	1	i
A		1	_		1	!	1
i	Mode C	ļ 	0	7] 5	! —— !	1
r	6.02	1 56	! ! 0	0	4	<u> </u>	i
r	0.02		_		1	I	!
a	6.04	1 120	4	j 5	13	<u></u>	l l
£	6.05	1	1 1 4	l 1 4	1 14	! 	i
t	6.05	90 	, ,	1	i	ì	İ
1			i	i	1		i

MITRE encounter class: 6 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 6.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

7384

			ircraft 6.02		1 6.05	1	1
A		1	1	1	1	ı	
i	Mode C	1	44	[60	1 49	I	ł
r		1	1	1	1	1	i
С	6.02	1 16	l 28	1 43	19	1	1
r		1	1	I		1	1
a	6.04	25	1 30	1 60	27	<u> </u>	1
f		!	!	1	1	1	1
t	6.05	25	1 20	37	12	!	!
		ļ.	!	1]	1	i
1			I			I	ł

Table 6.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 3692 Normalizing number for TCAS-TCAS cells: 7384

		A i Mode C	rcraft 6.02	2 6.04	6.05	1	1
		1	1	ı	1	1	
i	Mode C		3648	i 3409	3430		İ
r	6.02	 3668	l l 7356	1 I 7333	l 7357	!	!
r		1	İ	İ	i		İ
a £	6.04	3437	7354	6960	7009	1	1
t	6.05	3448	7364	l 6995	7024		1
1		ļ	ļ	!	1	1	1
1		1	1	,			ı

MITRE encounter class: 16 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 16.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 0
Normalizing number for TCAS-TCAS cells: 0

			rcraft			•	
		Mode C	6.02	1 0.04	6.05	•	ı
A		1	1	l	1		1
i	Mode C	I	1 0	0	1 0	I	1
r		1	1	l	1	1	1
С	6.02	1 0	1 0	1 0	1 0		ı
r		1	1	l	1	l	1
a	6.04	1 0	1 0	0	1 0	l 	ı
£		ł	1	1	1	1	I
t	6.05	1 0	1 0	1 0	1 0		1
		1			1	1	1
1							- 1

Table 16.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

			rcraft 6.02		l 6.05	I	l
	· · · · · · · · · · · · · · · · · · ·						
A		1	1	1	1	1	1
i	Mode C	1	1 0	1 0	1 0		1
r		ł	1	1	1 -	1	1
С	6.02	1 0	1 0	1 0	I 0		1
r		1	1	1	1	İ	İ
а	6.04	0	1 0	1 0	1 0	·	i
£		i	i	i	i	i	i
t.	6.05	i o	i o	ì o	i n	i	i
_	2.00	i		, 1	i	i	ì
1		1		· 	·	!	ì
1		1				,	1

MITRE encounter class: 16 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 16.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):
Normalizing number for TCAS-TCAS cells:

1

ő

			Air	craft	2			
		Mode	C I	6.02	6.04	6.05	5	ı
A		1	1			1		1
i.	Mode C		1	0	1 0	1 0) -	- 1
r		1	1		1	l .	l l	1
С	6.02	1 0	1	0	0	- 1) -	-
r		1	-		1	T.	1	
a	6.04	1 0	1	0	1 0	1 () -	_
£		1	1		1	1	!	
t	6.05	1 0	1	0	1 0	1 () -	_
		1	1		1	1	ı	

MITRE encounter class: 16 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 16.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1492

Normalizing number for TCAS-TCAS cells: 2984

		A i Mode C	rcraft 6.02	2 6.04	6.05	1	1
A		1			1	1	1
i	Mode C	!	0	10	[4	!	į
r		1	1]	. 7	ļ •	1
С	6.02	! 14	15	21	; /		1
r	6.04	1 17	l 10	! ! 23	1 2		İ
a f	6.04	; <u>1</u> /	1	, <u>2</u> 5	I	i	i
t.	6.05	16	i 6	12	1	i	ı
•		i	i	1	1	1	I
1		·	1	I	1	1	1

Table 16.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 1492
Normalizing number for TCAS-TCAS cells: 2984

			rcraft 6.02	2 6.04	6.05	1	1
			1	1	1	1	
i	Mode C		1488	1169	1176	i	į
r c	6.02	 1474	2969	2959	2973	<u> </u>	i
r a	6.04	1159	 2966	l 2549	2572		İ
f t	6.05	 1151	1 2970	1 2556	2569		! !
1						 	

MITRE encounter class: 7 "planned = CROSSING" Date processed: 6/22/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 7.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

2416

					craf				
		1	Mode C	l	6.02	6.04	1 6.05	1	I
A		1		Ī			•	ı	
i	Mode C	i		i	0	i o	i o	<u> </u>	i
r		1		- 1		1	1	İ	i
С	6.02	1	0	1	0	1 0	0		i
r		1		1		1	1	1	1
a	6.04	1	0	ł	0	1 0	1 0		1
f		1		1		1	1	1	I
t	6.05	1	0	1	0	I 0	1 0	i	i
		- 1		1		1	1	1	1
1		1		1				1	1

Table 7.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

			rcraft 6.02	2 6.04	6.05	1 1	
A		1	1	1		1 1	
i	Mode C	i	1 64	124	125	i i	
r			1		İ	i	
С	6.02	51	l 0	0	i o	i i	
r			1		Ĩ	i i	
a	6.04	92	1 0	4	I 4	i i	
f		1	i	1	ĺ	i i	
t	6.05	J 92	1 0	4	I 4	i i	
		1	1		İ	i	
1		i	I	1	i	i i	

MITRE encounter class: 7 "planned = CROSSING" Date processed: 6/22/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 7.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth): 1208

Normalizing number for TCAS-TCAS cells:

			rcraft				
		Mode C	6.02	6.04	6.05	1	l
		1	<u> </u>		1		
i	Mode C	i	64	124	1 125	i	1
r		1	1		1	i	1
С	6.02	51	1 0	0	1 0	1	1
r		1	1	1	1	I	1
a	6.04	92	0	1 4	1 4		1
f					1	1	1
t	6.05	92	1 0	4	1 4		. !
		l	1		1	1	
1					i		ı

MITRE encounter class: 7 "planned = CROSSING" Date processed: 6/22/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 7.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 4994

Normalizing number for TCAS-TCAS cells: 9988

A i

r c

r

a

£

1

Aircraft 2 | Mode C - 1 6.02 6.04 6.05 1 Mode C 425 409 422 6.02 511 97 146 146 6.04 557 121 191 190 6.05 562 125 197 196

Table 7.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 4994
Normalizing number for TCAS-TCAS cells: 9988

			ircraft	2			
		Mode C	1 6.02	1 6.04	6.05	I	1
A		1	1	1	1	i	
i	Mode C	i	4569	4556	4543		i
r		1		1	1	1	ĺ
C	6.02	4483	9891	9842	9842	!	!
a	6.04	4418	9867	 9761	 9762	<u> </u>	1
f		1	1	1	İ	i	i
t	6.05	4413	9863	9755	9756	I	ŀ
7		!	1	!	1	1	1
1		·					l

MITRE encounter class: 17 "planned = NON CROSSING" Date processed: 6/22/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 17.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 88

Normalizing number for TCAS-TCAS cells:

176

			ircraft 6.02		1 6.05	1
A		1	I	1	ı	1
i	Mode C		1 0	i o	. 0	i i
r		1	1		1	i
С	6.02	1 0	1 0	0	1 0	i i
r		1	l	1	1	l i
a	6.04	1 0	1 0	1 0	1 0	1 1
f		1	1	1	1	1
t	6.05	1 0	1 0	1 0	1 0	1 1
		1	1	1	1	i
1		1		ſ 		1 i

Table 17.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 88

Normalizing number for TCAS-TCAS cells:

		A Mode C	ircraft 6.02		1 6.05	1	l
A		1		1	I	1	
i	Mode C	i	19	1 12	12	<u> </u>	i
r		1	•	1	1	İ	i
С	6.02	17	1 0	1 0	1 0	i	i
r		I	1	1	1	1	i
a	6.04	1 11	1 0	1 0	0		i
£		I	1	1	1	1	1
t	6.05	11	1 0	1 0	1 0		ĺ
_		I	1	1	1	1	İ
1		 		l	I		1

Table 17.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 88

Normalizing number for TCAS-TCAS cells:

			rcraft 6.02		6.05	!	1
A			1	l	Ī	<u> </u>	
i	Mode C	I	1 19	12	12	' 	i
r		1	İ		 I	!	1
С	6.02	1 17	0	I 0	I 0	; 1	;
r		1	İ	İ	İ	, }	i
a	6.04	11	1 0	i o	I 0	· 	i
f		1	1		İ	i	i
t	6.05	11 .	1 0	0	I 0	i	i
		1	1	1	1	I	i
1		1					i

Table 17.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2782

Normalizing number for TCAS-TCAS cells: 5564

					craft				
		1	Mode C	ł	6.02	6.04	1 6.05	1	H
A		1				·	<u> </u>	1	1
i	Mode C	i		i	0	18	21	i	i I
r		Ì		İ		1	i	i	i
С	6.02	1	0	1	5	7	7		i
r		ı		1		1	1	1	1
a	6.04	1	9	F	4	21	19	1	1
f				ſ		1		1	1
t	6.05	1	10	ļ.	3	14	14	1	1
		1		!		!	1	1	1
Ŧ		ļ		1				1	1

Table 17.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2782

Normalizing number for TCAS-TCAS cells: 5564

		A : Mode C	ircraft 6.02	2 6.04	1 6.05	1	1
		1	<u> </u>	I	1	1	
i	Mode C	<u> </u>	2752	2024	2019	i	i
r c	6.02	 2731	l ! 5559	1 1 5509	l 5509		1
r		ĺ	1	1	t	İ	i
a f	6.04	1 2060 I	5508 	1 4379	4381	!	!
t	6.05	2055	5509	4386	4386	i	İ
1				1		l I]
1		i	i	i		' 	

MITRE encounter class: 8 "planned = CROSSING" Date processed: 6/23/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 8.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

Normalizing number for TCAS-TCAS cells:

2592

					craft				
		i i	Mode C	İ	6.02	1 6.04	1 6.05	1	1
A		1				Ī	1	1	
i	Mode C	-		ł	0	1	1 4	i	i
r		1		1		1	1	i	i
С	6.02	-	0	1	0	1 0	1 0	i	i
r		1		1		1	1	i	ì
a	6.04	1	0	I	0	1 0	1 0	<u> </u>	ì
f		1		I		1	1	1	Ì
t	6.05	1	0	1	0	1 0	1 0	1	1
		- 1		1		1	1	I	i
1		1		1			!	l	ĺ

Table 8.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

2592

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 1296 Normalizing number for TCAS-TCAS cells:

Aircraft 2 | Mode C 6.02 i 6.04 6.05 l Α i Mode C 35 98 89 r 6.02 С 12 0 2 2 r 6.04 а 75 20 30 30 f 6.05 69 20 30 30 1

MITRE encounter class: 8 "planned = CROSSING" Date processed: 6/23/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 8.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 1296
Normalizing number for TCAS-TCAS cells: 2592

			rcraft 6.02		6.05	I	1
A		I	I	I	I	1	1
i	Mode C	·	35	99	93		i
r		1	1	l	1	1	İ
С	6.02	12	1 0	2	1 2		Ī
r		1	I	l	1	1	1
a	6.04	75	20	l 30	J 30	l 	1
f		1	1	1	1	I	İ
t	6.05	l 69	1 20	I 30	l 30	l 	1
		1	l	ŀ	1		I
1		I			l 	1 	1

MITRE encounter class: 8 "planned = CROSSING" Date processed: 6/23/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 8.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an

NMAC, based on simulation truth): 5022 Normalizing number for TCAS-TCAS cells: 10044

		A i Mode C	rcraft 6.02	2 6.04	6.05	l I	l
A			1		<u> </u>	1	
i	Mode C		1 168	182	184	I	! !
r		1	1		İ	i	i I
С	6.02	487	1 38	1 86	74	i i	
r		1	1	1	i	1	l I
a	6.04	473	118	204	1 184	i i	
f		l	1	1	i	i i	!
t	6.05	1 479	1 128	1 207	188	i i)
		1	1	1	İ	i	i I
1		1	1			i i	i I

Table 8.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 5022

Normalizing number for TCAS-TCAS cells: 10044

		A :	ircraft 6.02	2 1 6.04	1 6.05	1	1
A			I	1	1	1	
i	Mode C	!	4842	1 4520	1 4518	i	i
r	6 00	1 1500		1	1	1	i
c r	6.02	4529	1 10006	9946	9958		ı
a	6.04	4310	l 9902	1 0000	1	1	1
f	0.04	1 4310	1 9902	9388	9408	!	1
t	6.05	4316	9892	1 9409	I 9428	1	
		i	1	1 3403	1 9428	1	ŀ
1		I		i	 	1	1
				-	•		ı

MITRE encounter class: 18 "planned = NON CROSSING" Date processed: 6/23/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 18.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

			ircraft 6.02		6.05	1	1
A			1	1	1	1	
i	Mode C	i	i o	i o	1 0		1
r		1		1	1	1	İ
С	6.02	1 0	1 0	1 0	1 0	<u></u>	l i
r				!	1	!	!
a	6.04	1 0	1 0	1 0	1 0		l 1
£	c 05	l o	1	1	1 0	I	1
τ	6.05	1 0	1 0	1	1	i ——	1
1		 	<u> </u>	i	i	i	i

Table 18.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth):

0
Normalizing number for TCAS-TCAS cells:
0

			rcraft 6.02		6.05	l	I
A		T					
i	Mode C	1	0	0	0		1
r		1	_			!	ļ
С	6.02	i 0	0	. 0	0	!	ł
r	C 04	1 0		1 I·		 	1
a f	6.04	1 0	l 0	U 	l 0	l	1
+	6.05	1 0	. 0	i 0	0	' 	i
•	0.00	i	İ	i i	i	İ	i
1		i		1	 	l	1

Table 18.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 0
Normalizing number for TCAS-TCAS cells: 0

				i r	craft	2			
		1	Mode C	l	6.02	6.04	1 6.05	1	1
A				1		<u> </u>	1	1	1
i	Mode C	1		ı	0	0	1 0	i	i
r		ł		1			1	į	i
С	6.02	1	0	-	0	0 1	1 0	i	i
r		1		1		1	1	İ	i
a	6.04	1	Ó	1	0	0	1 0	i	ì
f		1		1		İ	i	1	i
t	6.05	1	0	1	0	1 . 0	1 0		i
		1		ı		1	1	1	1
1		1		- 1		l	I	1	1

MITRE encounter class: 18 "planned = NON CROSSING" Date processed: 6/23/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 18.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2754

Normalizing number for TCAS-TCAS cells: 5508

			rcraft				
		Mode C	6.02	6.04	6.05	l	ı
A		Ī	[1	1	l	1
i	Mode C	I	40	24	18	l 	1
r		1	1	1	l	I	1
С	6.02	1 27	14	16	1 8	I	ı
r		1	1		l	1	l
а	6.04	1 104	26	l 29	21	I	1
f		1	1	1	!	1	1
t	6.05	1 72	! 17	28	1 17	I	1
		1		1	!	1	ŀ
1		1			l	!	1

Table 18.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2754

Normalizing number for TCAS-TCAS cells: 5508

		A i	rcraft	2			
		Mode C	6.02	1 6.04	6.05	l	1
A		1	<u> </u>	1	1	1	1
i	Mode C	1	2710	2221	2198	i	Ì
r		I	1	1	1	1	ı
С	6.02	2724	5494	5486	5494	!	l
r	6.04	1 0050	5400	1 4607	1 4670	1	!
a f	6.04	1 2058	5482	4687	4673	1	l l
t	6.05	2094	5491	4692	1 4685		i
		1	1	1	1	1	1
1		I					1

MITRE encounter class: 9 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 9.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 579
Normalizing number for TCAS-TCAS cells: 1158

			rcraft 6.02		l 6.05	l	1
<u>-</u>		4				,	
i	Mode C		. 0	l 0	I I 0	 	1
r	6.02	1 0	1	1	1	1	1
r	0.02	1	1 0	; U	1 U 1		1
a	6.04	1	0	0	i o	i	i
t	6.05	I I 0	1 0	l 1 0	1 0	l	1
_		i	İ	İ	1	1	
1				1	l -		1

Table 9.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 579
Normalizing number for TCAS-TCAS cells: 1158

			i r c	raft	2			
		Mode C	1	6.02	6.04	1 6.05	1	ŀ
A		1	1	11		1	1	
i	Mode C		1	1	27	18	<u> </u>	i
r		i	į	!		1		i
С	6.02	1 17	ł	0 1	0	1 0		ĺ
r		1	1	i		1		1
а	6.04	1 52	i	0 [2	1		İ
f		1	1			1		i
t	6.05	61	i	0 (0	1 0	1	i
		1	1	!		1	1	i
1			-	1		1	1	İ

MITRE encounter class: 9 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 9.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 579

Normalizing number for TCAS-TCAS cells: 1158

61

A i

r

С

r a

f

1

Mode C

6.02

6.04

6.05

MITRE encounter class: 9 "planned = CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 9.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC based on simulation truth):

NMAC, based on simulation truth): 2904
Normalizing number for TCAS-TCAS cells: 5808

		1	A Mode C		6.02		6.05	I	ŀ
A		1		1		1	I	1	
i	Mode C	1		ĺ	6	11	i 5		i
r		1		1		1	1	i	i
С	6.02	1	3	- 1	1	1 3	1 5		i
r		1		- 1		1	1	1	ĺ
a	6.04	- 1	14	- 1	1	13	12	1	1
f		l		- 1		1	1	1	1
t	6.05	- 1	2	1	0	1 13	18	1	1
_		ı		1		1	1	1	l
1		1		1			·	!	1

Table 9.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 2904
Normalizing number for TCAS-TCAS cells: 5808

			rcraft				
		Mode C	6.02	1 6.04	1 6.05	1	1
———		1	1	1	1		
i	Mode C	i	2374	1860	1956	i	i
r		!	1	1	1	1	ĺ
c	6.02	2267	4773	4537	1 4683	!	1
a f	6.04	1887	4763 	 3817	 3992		! !
t	6.05	1996	4984 	4017	1 4022	i	!
1		i	i	i	i	i	i

MITRE encounter class: 19 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 19.1

Number of unresolved NMACs with neither aircraft having an RA (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 285
Normalizing number for TCAS-TCAS cells: 570

		1			6.02		1 6.05	I	1
A		$\overline{}$		1		1	1	ı	1
i	Mode C	l		1	0	0	0		!
r		1		1			!	1	!
С	6.02	1	0	1	0	1 0	1 0		l l
r		-	_	l l			1	i.	1
a	6.04	!	0	!	0	1 0	. 0	1	l I
£		!	•	1	^	1	1	1	1
t	6.05	ı,	0	!	U	0	1 0	1	1
_		!		!		1	1	1	1
1		ı		ı		I		,	1

Table 19.2

Number of unresolved NMACs with at least one aircraft having an RA (based on simulation truth).

Normalizing number for cells in first row and column (number of planned encounters that resulted in an NMAC, based on simulation truth): 285
Normalizing number for TCAS-TCAS cells: 570

		1 1			craft 6.02		1 6.05	1	į
Α			·····	<u> </u>		1	1	1	
i	Mode C	i		i	1	36	32	1	1
r		1		ł		1	1	1	l
С	6.02	1	5	1	0	1 0	1 0	l	ļ
r		1		1		1	1	ı	1
a	6.04	1	8	į.	0	1 0	1 0		1
f		- 1		1		1	1	1	- 1
t	6.05	- 1	5		0	1 0	1 0		1
		-		- 1		1	1	1	1
1		1		-				1	- 1

MITRE encounter class: 19 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 19.3

Total number of unresolved NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that resulted in an

NMAC, based on simulation truth):

285

Normalizing number for TCAS-TCAS cells:

			ircraft 6.02		6.05	1	1
A		1		Ī		1	
i	Mode C	I	1	J 36	32	1	ĺ
r		1	1	1		1	i
С	6.02	5	0	1 0	0		1
r		i	l	1	1	1	ı
a	6.04	8	1 0	1 0	1 0	l —	1
f		i	1		1	1	-
t	6.05	5	1 0	1 0	1 0	I	i
		1	1	1	1	1	1
1		I			l	1	ţ

MITRE encounter class: 19 "planned = NON CROSSING" Date processed: 6/21/94 TCAS Logic Version 6.04a; All aircraft responding. June 1994

Table 19.4

Number of induced NMACs (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 4008

Normalizing number for TCAS-TCAS cells: 8016

		A i Mode C	rcraft 6.02		l 6.05	1	1
A	Mode C		1 48	132	 115		
r c	6.02	l 1 29	 197	 194	101		l I
r a	6.04	l 68	223	 233	105		
f t	6.05] 35.	140	! 176	36		1
1				! 			i

Table 19.5

Number of nuisance RAs with no NMAC (based on simulation truth)

Normalizing number for cells in first row and column (number of planned encounters that did not result in an NMAC, based on simulation truth): 4008

Normalizing number for TCAS-TCAS cells: 8016

		A i Mode C	rcraft 6.02	2 6.04	l 6.05	1	l
A			1	1	1	!	
i	Mode C	!	3380	2608	2617		1
r	6.02	1 1 3275	I I 6867	1 6538	6631		ì
c	0.02	1 3273	1 0007	1	1	i	i
a	6.04	2597	6715	5521	5651	I	1
f		ĺ	1	1	1	1	ļ.
t	6.05	2569	6796	5562	5698		1
1			t	 	<u></u>	i	i

APPENDIX D

PARAMETER FILE DESCRIPTION AND

PARAMETER FILE PRINTOUT FOR CLASS 9/19

6.02/6.02 6.04/6.04 6.04a/6.04a

March 29, 1994

The following is the intended format of the parameter file. The data will not include any header labels. The data will be printed in the following order.

Data File

```
alpha-numeric (8 chars.),
 Category
                                      integer (0..19),
 Table number
                                      integer (1..5),
 Row number
                                      integer(1..5),
 Column number
                                      integer(1..5),
 Reiteration number
                                      integer(1..999999), (* simulation #*)
 Simulation mode number
                                      integer(16001..26414) (* simulation id *)
 Geometry Index
                                      integer (1..9999) (* geometry id *)
 AC #1 equipage
                                      integer(0, 60, 64), (* 0 --> mode C *)
 AC #2 equipage
                                      integer(0, 60, 64), (* 0 --> mode C *)
integer(0..1), (* 0 - false, 1 - true *)
 AC #1 responding
 AC #2 responding
                                      integer(0..1), (* 0 - false, 1 - true *)
real(0.0..+/-9999.9), (* feet *)
integer (0..1), (* 0 - false, 1 - true *)
integer (0..1), (* 0 - false, 1 - true *)
 Achieved separation
 Converging RA
 Crossing encounter
AC #1 TA Sensitivity level
                                      integer(0..7),
 AC #2 TA Sensitivity level
                                      integer(0..7),
 AC #1 RA Sensitivity level
                                      integer(0..7),
 AC #2 RA Sensitivity level
                                      integer(0..7),
 AC #1 Mode S ID
                                      integer(0..999),
 AC #2 Mode S ID
                                      integer(0..999),
 CPA altitude separation
                                      real(0.0..+/-9999.9), (* FT *)
 AC #1 vertical rate
                                     real(0.0..+/-9999.9), (* FPM *) real(0.0..+/-9999.9), (* FPM *)
 AC #2 vertical rate
 AC #1 acceleration
                                      real(0.0..+/-0.35?), (* G's *)
 AC #2 acceleration
                                      real(0.0..+/-0.35?), (* G's *)
real(0.0..-99.9), (* sec. - CPA relative *)
 AC #1 acceleration time
 AC #2 acceleration time
                                      real(0.0..-99.9) (* sec. - CPA relative *)
 Own Alt CPA Achieved
                                      real(0.0..+/-9999.9), (* FT *)
 AC #1 CPA altitude
                                      real(0.0..+/-9999.9), (* FT *)
 RA displayed
                                      integer(0..2)
                                           (* 0 - none, 1 - AC #1,
                                               2 - AC \# 2, 3 - both *)
 RA selection
                                      integer(0..3)
                                           (* 0 - no selection, 1 - AC #1,
                                               2 - AC #2, 3 - unknown *)
Inhibit indication
                                      integer(0..3) (* 0 - none, 1 - AC #1,
                                               2 - AC #2, 3 - both *)
                                     integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
integer (0..1) (* 0 - false, 1 - true *)
VT Issued RA
RA 600 FT Rule
Level Wait
Defer Display
Firmness Delay
Logic Crossing
RA Enable Time
                                      integer (0.. +/-90) (* time RAs were enabled
                                                   + -> after CPA, - -> before CPA *)
RA Disabled Time
                                      integer (0.. +/-90) (* time RAs were disabled
                                                  + -> after CPA, - -> before CPA *)
RA Start Time
                                      integer (0..+/-90) (* time RAs were issued
                                                   + -> after CPA, - -> before CPA *)
RA Ending Time
                                      integer (0..+/-90) (* time RAs were ended
                                                   + -> after CPA, - -> before CPA *)
AC #1 RA Tracked Alt Rate
                                      real (0..+/-9999)
AC #2 RA Tracked Alt Rate
                                      real (0..+/-9999)
Initially Crossing RA
                                      integer (0..1) (* 0 -> false, 1 -> true *)
                                         135
```

```
AC #1 worst RA
                                     integer (-19..19) (* Most severe RA displayed *)
AC #2 worst RA
                                     integer(-19..19) (* Same as above *)
AC #1 initial RA
                                     integer(-19..19) (* First RA displayed *)
AC #2 initial RA
                                     integer(-19..19) (* Same as above *)
real(0.0..99.9) (* 1st RA displayed *)
RA sequence time #1
RA sequence severity #1
                                      integer(+/-9..+/-21) (* see below *)
RA sequence time #2
                                      real(0.0..99.9) (* 2nd RA displayed *)
RA sequence severity #2
                                      integer(+/-9..+/-21) (* see below *)
                                     real(0.0..99.9) (* 3rd RA displayed *)
integer(+/-9..+/-21) (* see below *)
real(0.0..99.9) (* 4th RA displayed *)
integer(+/-9..+/-21) (* see below *)
real(0.0..99.9) (* 5th RA displayed *)
integer(+/-9..+/-21) (* see below *)
real(0.0..99.9) (* 5th RA displayed *)
RA sequence time #3
RA sequence severity #3
RA sequence time #4
RA sequence severity #4
RA sequence time #5
RA sequence severity #5
                                     real(0.0..99.9) (* 6th RA displayed *)
RA sequence time #6
                                     integer(+/-9..+/-21) (* see below *)
real(0.0..99.9) (* 7th RA displayed *)
RA sequence severity #6
RA sequence time #7
RA sequence severity #7
                                     integer(+/-9..+/-21) (* see below *)
RA sequence time #8
                                     real(0.0..99.9) (* 8th RA displayed *)
RA sequence severity #8
                                     integer(+/-9..+/-21) (* see below *)
RA sequence time #9
                                     real(0.0..99.9) (* 9th RA displayed *)
RA sequence severity #9
                                     integer(+/-9..+/-21) (* see below *)
RA sequence time #10
                                     real(0.0..99.9) (*10th RA displayed *)
RA sequence severity #10
                                     integer(+/-9..+/-21) (* see below *)
Climb Determination
                                     real(0..99999.99)
Descend Determination
                                     real(0..99999.99)
POT AC1 ZD
                                     real(0..99999.99)
POT AC2 ZD
                                     real(0..99999.99)
Intruder receipt time
                                     real(0..99999.99)
PVMD on cycle prior to POTRA
                                     real(0..99999.99)
PVMD on POTRA cycle
                                     real(0..99999.99)
PVMD on INITIAL RA cycle
                                     real(0..99999.99)
```

To aid in the proper use of these parameters, the following paragraphs will explain exactly what the parameters are.

DATA FILE - This is the name of the scenario definition file which was used to generate the encounter for this data.

CATEGORY - This is the number which corresponds to the MITRE encounter classes (0-19).

TABLE, ROW, & COLUMN NUMBERS - These numbers are indicators to the matrix and cell entry which corresponds to the parameter values.

REITERATION NUMBER - This number is an indication of the reiteration in the simulation process. The number can be used, in conjunction with the next number, by the simulation process when it is desired to re-run the simulation and select a particular encounter for more detailed review.

SIMULATION MODE NUMBER - This number is an indication of the equipage pairing of the simulation run. This number is used in conjunction with the previous number to select a particular encounter to be re-run. The number is a five digit value of the form, XYYZZ. X is the aircraft indication (1 or 2). YY is the logic version of own aircraft (60 or 64). ZZ is the equipage pairing identification (1-14).

GEOMETRY INDEX - This field is an indication of which geometry the simulation was running.

AC #1 EQUIPAGE - This is the logic version of the AC #1 aircraft (0, 60 or 64). A value of 0 is entered if the intruder is a Mode C aircraft.

AC #2 EQUIPAGE - This is the logic version of the AC #2 aircraft (0, 60 or 64). A value of 0 is entered if the intruder is a Mode C aircraft.

AC #1 RESPONDING - This is an indication of whether AC #1 is responding to its RA's.

AC #2 RESPONDING - This is an indication of whether AC #2 is responding to its RA's.

ACHIEVED SEPARATION - This is the altitude separation at CPA of the "equipped" encounter. The number is computed, using true FTEG position data, by subtracting the intruder's altitude from own's altitude.

CONVERGING RA - This is an indication of an RA which was issued and resulted in the two aircraft converging at CPA.

CROSSING ENCOUNTER - This is an indication that this encounter was a crossing encounter. This parameter is determined by comparing the true FTEG position data of the two aircraft. If a crossing is indicated then a time check is performed to see if the crossing occurred within -40 and +10 seconds relative to CPA.

AC #1 TA SENSITIVITY LEVEL - This is the sensitivity level of AC #1 at TA time.

AC #2 TA SENSITIVITY LEVEL - This is the sensitivity level of AC #2 at TA time.

AC #1 RA SENSITIVITY LEVEL - This is the sensitivity level of AC #1 at POTRA/RA time.

AC #2 RA SENSITIVITY LEVEL - This is the sensitivity level of AC #2 at POTRA/RA time.

AC #1 MODE S ID - This is AC #1's Mode S identifier.

AC #2 MODE S ID - This is AC #2's Mode S identifier.

CPA ALTITUDE SEPARATION - This is the designed vertical separation at CPA. This value is calculated from the scenario definition file information and the current reiteration number. The number is calculated by the following formula: AC_1_altitude - AC_2_altitude. With the values for the altitudes of AC 1 and AC 2 being calculated from the reiteration numbers.

AC #1 VERTICAL RATE - This is the designed vertical rate of aircraft #1. This value is calculated from the scenario definition file information and the current reiteration number.

AC #2 VERTICAL RATE - This is the designed vertical rate of aircraft #2. This value is calculated from the scenario definition file information and the current reiteration number.

AC #1 ACCELERATION - This is the designed vertical acceleration of aircraft #1. This value is calculated from the scenario definition file information and the current reiteration number. A value of 0 indicates that there was no acceleration applied.

AC #2 ACCELERATION - This is the designed vertical acceleration of aircraft #2. This value is calculated from the scenario definition file information and the current reiteration number. A value of 0 indicates that there was no acceleration applied.

AC #1 ACCELERATION TIME - This is the designed vertical acceleration time of aircraft #1. This value is calculated from the scenario definition file information and the current reiteration number. A value of 0 in this field

can have 2 possible meanings. 1). If there is no acceleration applied as indicated by the previous parameter, then this field will also be 0.

2). If an acceleration is applied then a 0 value indicated that the acceleration occurred at CPA.

AC #2 ACCELERATION TIME - This is the designed vertical acceleration time of aircraft #2. This value is calculated from the scenario definition file information and the current reiteration number. A value of 0 in this field can have 2 possible meanings. 1). If there is no acceleration applied as indicated by the previous parameter, then this field will also be 0.

2). If an acceleration is applied then a 0 value indicated that the acceleration occurred at CPA.

Own ALT CPA Achieved - This is the achieved altitude of Own aircraft at CPA. This value is from the recorded simulation true position data.

AC #1 CPA ALTITUDE - This is the designed altitude of aircraft #1 at CPA. This value is calculated from the scenario definition file information and the current reiteration number.

RA DISPLAYED - This is an indication of which aircraft displayed an RA. The possible indications are NONE, AC #1, AC #2, or BOTH.

RA SELECTION - This field is an indication of which aircraft selected the RA sense. The possible indications are NO SELECTION, AC #1, AC #2, or UNKNOWN.

INHIBIT INDICATION - Currently, this field is not used. A default value of zero is used. The field is retained for possible future use. The intended function of this field is to indicate if any aircraft was inhibited at any point during the encounter. The possible indications are NOME, AC #1, AC #2, or BOTH. This parameter is determined by reviewing the climb inhibit and descend inhibit flags at start time, TA time, RA time, CPA time, minimum altitude time, TA end time, and end time.

VT ISSUED RA - This field is an indication that the logic associated with the reduced vertical tau led to OWN's RA selection. This field is a 6.04 logic specific flag. For the parameter file, this flag is set to true if it was true at any time during the encounter.

RA 600 FT RULE - This field is an indication that the logic known as "The 600 FT RULE" led to OWN's RA selection. For the parameter file, this flag is set to true if it was true at any time during the encounter.

LEVEL WAIT - This field indicates that OWN aircraft was in a "level wait" state before issuing an RA. For the parameter file, this flag is set to true if it was

true at any time during the encounter.

DEFER DISPLAY - This field indicated that OWN aircraft was in a "defer display" state before issuing an RA. For the parameter file, this flag is set to true if it was true at any time during the encounter.

FIRMNESS DELAY - This field indicates that OWN aircraft was in a "firmness delay" state before issuing an RA. For the parameter file, this flag is set to true if it was

true at any time during the encounter.

LOGIC CROSSING - This field is an indication that either of the CAS logic flags OCROSS or ICROSS was set.

NOTE: THE FOLLOWING 4 FIELDS ARE TIMES RELATIVE TO CPA. CONSIDERING THE FORMAT OF THE SCENARIO DEFINITIONS, THESE FIELDS MAY CONTAIN THE FOLLOWING

"SPECIAL NUMBERS". A TIME OF -60 s INDICATES THE EVENT OCCURRED AT THE START OF THE ENCOUNTER RUN. A TIME OF +30 s INDICATES THAT THE EVENT OCCURRED AT THE END OF THE ENCOUNTER RUN.

RA ENABLE TIME - This field is an indication of the time, relative to CPA, that OWN's RAs were enabled. (- -> before CPA, + -> after CPA)

RA DISABLE TIME - This field is an indication of the time, relative to CPA, that OWN's RAs were disabled. (- -> before CPA, + -> after CPA)

RA START TIME - This field is an indication of the time, relative to CPA, that the first RA of OWN was issued. (- -> before CPA, + -> after CPA)

RA END TIME - This field is an indication of the time, relative to CPA, that the last RA of OWN was ended. (- -> before CPA, + -> after CPA)

AC #1 RA TRACKED ALT RATE - This field is the tracked altitude rate of the AC #1 aircraft at the time of the RA.

AC #2 RA TRACKED ALT RATE - This field is the tracked altitude rate of the AC #2 aircraft at the time of the RA.

INITIALLY CROSSING RA - This field is an indication that the first RA issued by OWN was a crossing RA based on the geometry of the encounter and recorded track data. The recorded track position data, along with the sense of Own's RA, is used to determine if the sense of the RA is toward the intruder aircraft. Additionally, the magnitude of the altitude difference of Own and Intruder is checked to ensure the separation is greater than 100 feet.

AC_#1_worst_RA - This field is an indication of the most severe RA displayed by AC #1; see the translation table below. Currently, we are only recording 1 point of view. Therefore, this field will only be meaningful if the data is recorded from AC #1's point of view; otherwise, this field will contain a 0.

AC #2 worst RA - Currently, this field in not used. The intent of this field is to indicate the most severe RA displayed by AC #2; see the translation table below. Currently, we are only recording 1 point of view. Therefore, this field will only be meaningful if the data is recorded from AC #2's point of view; otherwise, this field will contain a 0.

AC_#1_init_RA - This field is an indication of the first RA displayed by AC #1; see the translation table below. Currently, we are only recording 1 point of view. Therefore, this field will only be meaningful if the data is recorded from AC #1's point of view; otherwise, this field will contain a 0.

AC_#2_init_RA - The intent of this field is to give an indication of the first RA displayed by AC #2; see the translation table below. Currently, we are only recording 1 point of view. Therefore, this field will only be meaningful if the data is recorded from AC #2's point of view; otherwise, this field will contain a 0.

NOTE: For the following table: + = climb sense, - = descend sense.

- (* 0 --> Only surveillance data on intruder. *)
- (* 1 --> Qualified for CAS evaluation. *)
- (* 2 --> Intruder declared a Proximity target *)
- (* 3 --> Intruder declared a TA non Mode C with TCAS on ground *)
- (* 4 --> Intruder declared a TA Mode C with TCAS on ground *)
- (* 5 --> Intruder declared a TA non Mode C with no aurals generated *)

```
--> Intruder declared a TA Mode C with no aurals generated *)
     --> Intruder declared a TA non Mode C *)
(* 8 --> Intruder declared a TA Mode C *)
(* 9 --> Intruder meets RA criteria but the RA is being deferred *)
(* 10 --> RA was issued but not sure what it was; used for live data *)
(* +/- 11 --> a negative advisory limit rate to 2000 FPM *)
(* +/- 12 --> a negative advisory limit rate to 1000 FPM *)
(* +/- 13 --> a negative advisory limit rate to 500 FPM *)
(* +/- 14 --> negative advisory i.e. don't climb or dont' descend *)
(* +/- 15 --> positive advisory of a preventive nature *)
(* +/- 16 --> positive advisory of a corrective nature *)
(* +/- 17 --> a maintain rate RA *)
(* +/- 18 --> when either ICROSS or OCROSS is set *)
(* +/- 19 --> an increased rate RA *)
(* +/- 20 --> a sense reversal RA *)
(* +/- 21 --> an increase rate RA after a reversal RA *)
(* +/- 22 --> ADVISORY INVALID, no longer used; should not be seen *)
```

6

NOTE:

The next two fields are repeated a total of ten times. They are the time and display information for RA's. The fields are an indication of the sequence in which RA's were displayed during an encounter. Due to the fixed length format of the recording process, only ten entries are permissible. If there happened to be an encounter which had a sequence of RA's which was greater than ten, then the first RA, the worst RA, and the last RA are definitely kept. The RA's which would be missing would be latest RA's assuming they were not the worst or last. The occurrence of such a long sequence is extremely rare.

RA SEQUENCE TIME #1 - This field is the time of OWN's first RA. NOTE: since we are recording information about POTRA, this time may actually be for a POTRA.

RA SEQUENCE SEVERITY #1 - This field contains a numeric code indicating the RA displayed by OWN. This code is the same one which is used for the AC #1/2 WORST RA present above. Since this field is only concerned with RA's then the value will be greater than 8 in magnitude.

CLIMB DETERMINATION - This field contains ZMPCLM, the modelling value of the predicted separation using a climb sense maneuver at the time of the first RA, if available.

DESCEND DETERMINATION -This field contains ZMPDES, the modelling value of the predicted separation using a descend sense maneuver at the time of the first RA, if available.

POT AC1 ZD - This field contains the TRACKED altitude rate for AC1 at the time of a POTRA.

POT AC2 ZD - This field contains the TRACKED altitude rate for AC2 at the time of a POTRA.

Intruder_receipt_time - This field contains the time that a message was first received from the TCAS intruder aircraft.

PVMD on cycle prior to POTRA - This field contains the predicted vertical miss distance (PVMD) calculated by CAS for the cycle time exactly prior to the first POTENTIAL RA CYCLE (POTRA).

PVMD on POTRA cycle - This field contains the predicted vertical miss distance (PVMD) calculated by CAS for the cycle time of the first POTENTIAL RA CYCLE (POTRA).

PVMD on INITIAL RA cycle - This field contains the predicted vertical miss distance (PVMD) calculated by CAS for the cycle time of the INITIAL RA CYCLE (RA).

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-0.15	-0.05	000000000000000	00000000000000000000000000000000000000	00000000000000000000000000000000000000
-3000.0	-5000.0	5000.0 3000.0 5000.0 -5000.0 -5000.0 -5000.0 -5000.0 -5000.0	00000000000000000000000000000000000000	
5000.0	2000.0	WWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWW		
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## APPENDIX E

## **SUMMARY NMAC TABLES**

MITRE encount Based on FAA Failure : sep Ratio thresho	Tech arat	nical Ce	nt PA	er data <= 100	o f	f: 3/25/	94 All 3 simulatio	CCAS Respon	
	Та	ble		0.3	_	Percen	t of unre	solved fail	ures
	   			6.04 only	1	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 /   6.04A
TCAS-TCAS	1	0.000	   	0.000	1	0.000	0.000	0.000	0.000
One Mode C	 	0.000	   	0.000	   	0.000 I	l l		
	Ta	able		0.4	_	Percen	t of indu	ced failure	es
	1	6.02 only	   	6.04 only		6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 /   6.04A
TCAS-TCAS		0.000	   	0.000	 	0.000	0.000	0.000	0.000
One Mode C		0.000	   	0.000	   	0.000		1 l	
	T	able	:	10.3	_	Percen	it of unre	solved fai	lures
	1		l I	6.04 only	i	6.04A   only	6.02 / ! 6.04	·	6.04 /   6.04A
TCAS-TCAS		0.000	   	0.000	   	0.000 l	0.000	0.000 l	0.000
One Mode C	   	0.000	   	0.000	   	0.000	1	l	
	T	able	:	10.4	_	Percer	nt of indu	ced failur	es
		6.02 only	   	6.04 only	1	6.04A   only !	6.02 /   5.04	6.02 /   6.04A	6.04 /   6.04A
TCAS-TCAS		0.000	   	0.000		0.000	0.000	0.000 l	0.000
One Mode C	1	0.000	1	0.000	1	0.000	·	I	

MITRE encounter classes: 1,11 Date processed: 6/22/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 % Percent of unresolved failures 1.3 Table 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.04 6.02 | 6.04 | 6.04A | 6.04A only ! only | only | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 1 TCAS-TCAS 0.000 | 0.000 | 0.000 1 One Mode C 0.000 | Percent of induced failures Table 1.4 -6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 | 6.04 6.04A | 6.04 I 6.04A | only | only | only | 1 0.000 | 0.000 | 0.000 | 0.000 | TCAS-TCAS 0.000 | 0.000 | i 0.000 | 0.000 | 0.000 1 One Mode C Percent of unresolved failures Table 11.3 6.04 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 only | only | 6.04 6.04A | 6.04A only ! 1 0.000 | 0.000 | 0.000 | 0.000 | TCAS-TCAS 0.000 | 0.000 | 0.000 | 0.000 1 One Mode C 0.000 | Percent of induced failures 11.4 Table 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 I 6.04 6.04A 6.04 6.04A only | only | only | 0.000 1 0.000 | 0.000 | 0.000 | TCAS-TCAS 0.000 | 0.000 | 0.000 | 0.000 | -----! One Mode C 0.000 | 1

MITRE encounter classes: 2,12 Date processed: 6/22/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Significance threshold (>>) = 1.0 % Ratio threshold (**) = 2.002.3 Percent of unresolved failures Table 6.02 6.04 6.04A | 6.02 / | 6.02 / | 6.04 / | only | only 1 only | 6.04 6.04A | 6.04A | ** | 0.579 | TCAS-TCAS 0.000 | 0.579 | 0.116 | 0.116 | 0.579 | ** >> | ** >> | 0.231 | 1.620 | 1.620 | One Mode C - 1 Percent of induced failures Table 2.4 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 | 6.04 6.04 | 6.04A | 6.04A | only | only | only | ** >> | ** >> | ** >> | TCAS-TCAS 0.396 | 1.715 | 1.715 | 0.594 | 0.594 | 1.715 | . 1 8.641 7.685 | 7.685 | One Mode C 12.3 Table Percent of unresolved failures 6.04 6.02 / | 6.02 / | 6.04 / | 6.02 6.04A | - 1 only | only | 6.04 | 6.04A | 6.04A | only | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | TCAS-TCAS 0.000 | 0.000 | 0.000 | 0.000 | One Mode C

	Table		12.4		-	Percent of induced failures					
	1	6.02 only	•	6.04 only	l I	•	6.02 /   6.04		•		
TCAS-TCAS	   	0.000	i 1	** 0.046		**	0.000	0.000	**   0.046		
One Mode C	   	0.465	! !	0.604	   	l 0.604 l					

MITRE encounter classes: 3,13 Date processed: 6/20/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 % Percent of unresolved failures 3.3 Table 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 | 6.04 6.04 6.04A | 6.04A | only | only | only | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 [ TCAS-TCAS 2.310 | 4.484 | 4.484 | One Mode C Percent of induced failures Table 3.4 6.04A | 6.02 / | 6.02 / | 6.04 / 1 6.02 6.04 6.04 6.04A 6.04A | only | only | only | 0.000 | 0.000 | 0.000 1 0.000 | 0.000 1 0.000 | TCAS-TCAS 0.000 | 0.000 | 0.000 1 One Mode C Percent of unresolved failures Table 13.3 6.02 / | 6.02 / | 6.04 / | 6.02 6.04 6.04A | 6.04A | 6.04 6.04A | only | only | only | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | TCAS-TCAS 0.781 | 0.781 | One Mode C 0.781 | Table Percent of induced failures 13.4 6.04 6.02 / | 6.02 / | 6.04 / | 6.02 6.04A 6.04A | 6.04 6.04A | only | only | only | 0.178 | 0.467 | 0.234 | 0.000 | 0.089 | 0.089 | TCAS-TCAS 0.667 | 0.178 | 0.823 | One Mode C

echnical Cer ration at CI	nter data o PA <= 100 fi	f: 3/25/94 All based on simulat	L TCAS Responding
Table	4.3 -	Percent of unr	resolved failures
6.02     only	6.04   only	6.04A   6.02 / only   6.04	6.02 /   6.04 /     6.04A   6.04A
I 0.000 I	0.000	0.000   0.000	1 0.000   0.000
0.000	0.000	0.000	
Table	4.4 -	Percent of inc	duced failures
6.02     only	6.04   only	6.04A   6.02 / only   6.04	
1 1 0.000 I	0.000	0.000   0.000	
0.000 1	**   0.329	0.000	
Table	14.3 -	Percent of unr	esolved failures
6.02     only	6.04   only	6.04A   6.02 / only   6.04	6.02 /   6.04 /     6.04A   6.04A
l 0.000 l	0.000	0.000   0.000	
   0.000	0.000 I	0.000	
Table	14.4 -	Percent of ind	uced failures
6.02     only	6.04   only	6.04A   6.02 /	
   0.000	0.000	0.000   0.000	1 0.000 1 0.000 1
1 0 000 1	0.000	0.000	
	Table    6.02   0.000     0.000     0.000     0.000      0.000      0.000      Table	echnical Center data or ration at CPA <= 100 ft d (**) = 2.00 S:  Table 4.3 -    6.02   6.04	echnical Center data of : 3/25/94 All ration at CPA <= 100 ft based on simulated (**) = 2.00 Significance thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discovered thresh discove

MITRE encounter classes: 5,15 Date processed: 6/20/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 % Percent of inresolved failures Table 5.3 -6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 6.04 | 6.04A | 6.04 6.04A | 1 only | only | only | 1 0.000 1 0.000 1 0.000 1 TCAS-TCAS 0.000 1 0.000 | 0.000 1 6.076 | 4.367 | 6.139 | One Mode C Table 5.4 -Percent of induced failures 6.02 | 6.04 6.04A | 6.02 / | 6.02 / | 6.04 / | only | only | only | 6.04 | 6.04A | 6.04A | 0.107 | 0.347 | TCAS-TCAS 0.053 | 0.347 | 0.347 | 0.107 | 3.632 | 3.566 | 2.885 [ One Mode C Table 15.3 - Percent of unresolved failures 6.04 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 6.04A only | 6.04 6.04A only | only | 1 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | TCAS-TCAS 1 18.919 | 17.568 | 16.892 | One Mode C Table 15.4 Percent of induced failures 6.04 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 6.04 6.04A | 6.04A | only | onlý [ only ! 0.729 | 0.365 | 0.903 | TCAS-TCAS 0.000 | 0.972 | 0.191 |

0.521 |

0.313 |

0.556

One Mode C

MITRE encounter classes: 6,16 Date processed: 6/24/94 Based on FAA Technical Center data of: 3/25/94 All TCAS Responding Failure: separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 % Table 6.3 - Percent of unresolved failures

	Table			6.3	-	Percent of unresolved failures						
	l I		-					6.02 /   6.04A				
TCAS-TCAS	   	0.000	   	** 0.289	•	•	•	**   0.231				
One Mode C		3.241	1	** >> 7.350	•	5.498						

	Table			6.4		Percent of induced failures					
	1							6.02 /   6.04A			
TCAS-TCAS		0.379	 	** 0.813	   	0.163	0.494 [	0.264	0.433		
One Mode C		0.813	1	1.151	   	1.002					

	Table		16.3		_	Percent of unresolved failures						
	1 1	6.02 only	 	6.04 only	1	•	-	-	6.02 /   6.04A			
TCAS-TCAS		0.000	1	0.000	   	0.000	0.000		0.000 l	0.000		
One Mode C		0.000	1	0.000	l l	0.000 l						

	Table		16.4		-	Percent of induced failures					
	l l		•	6.04 only	1				6.02 /   6.04A		
TCAS-TCAS	   	0.503	   	0.771	   	0.034		0.519	0.218	0.235	
One Mode C	   	0.469	 	0.905	   	0.670	_				

MITRE encounter classes: 7,17 Date processed: 6/24/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 %

	Table		7.3	-	Percent of unresolved failures							
	1	6.02 only						6.02 /   6.04				
TCAS-TCAS	1	0.000	1	** 0.166	•			0.000	0.000	   	** 0.166	†
One Mode C		4.760	   	8.940	   	8.982	   			   		1

	Table			7.4	-	Percent of induced failures						
	1	6.02 only		6.04 only				6.02 /   6.04A				
TCAS-TCAS	1	0.971	1	1.912	   	** >>   1.962	1.337	1.357	1.937			
One Mode C	 	9.371	i 1	9.672	   	9.852						

	Table	17.3	-	Percent of unresolved failures				
	6.02   only	6.04   only				6.02 /   6.04A		
TCAS-TCAS	1 0.000	1	 0	0.000	0.000	0.000	0.000 }	
One Mode C	1 20.455	 	     	   13.068				

	Table		17.4			Percent of induced failures				
	i i		•	6.04 only	1			6.02 /   6.04		
TCAS-TCAS	 	0.090	1	** 0.377		** 0.252		0.099	0.090	**   0.297
One Mode C	 	0.000	 	** 0.485	   	** 0.557	   			

MITRE encounter classes: 8,18 Date processed: 6/25/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure: separation at CPA <= 100 ft based on simulation truth Ratio threshold (**) = 2.00 Significance threshold (>>) = 1.0 %

	Ta	able		8.3	-	Percent of unresolved failures							
	 		•			•	•	6.02 /   6.04A					
TCAS-TCAS		0.000	   		•	•	•	**   0.424	•				
One Mode C		1.813	   		•	** >>   6.250		I					

	Table			8.4	-	Percent of induced failures						
	1	6.02 only	1	6.04 only	1		6.02 /   6.04	•	•			
TCAS-TCAS		0.378	   		•		** >>   1.016					
One Mode C	   	6.521	   	6.521	   	6.601						

	Tá	able	18.3		-	Percent of unresolved failures								
	1	6.02 only	<del> </del>	6.04 only	1			6.02 /   6.04A						
TCAS-TCAS	I	0.000	1	0.000	   	0.000	0.000 1	0.000	0.000					
One Mode C		0.000		0.000		0.000	 							

	Table		18.4		_	Percen	ed failure	ires			
	1							6.02 /   6.04A			
TCAS-TCAS	 	0.254	1	** 0.527	   	0.309	0.381	0.227	0.445		
One Mode C	1	1.216	1	2.324		 1.634	I	l			

MITRE encounter classes: 9,19 Date processed: 6/23/94 Based on FAA Technical Center data of : 3/25/94 All TCAS Responding Failure : separation at CPA <= 100 ft based on simulation truth Significance threshold (>>) = 1.0 % Ratio threshold (**) = 2.00Table 9.3 Percent of unresolved failures 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.04 6.02 6.04 | 6.04A | 6.04A I only | only | only | 0.000 | 0.000 | 0.043 | 0.000 | 0.000 | 0.173 | TCAS-TCAS ** >> | ** >> 1 1.554 | 6.908 | 6.822 | One Mode C 9.4 Percent of induced failures Table 6.02 | 6.04 | 6.02 / | 6.02 / | 6.04 / | 6.04A | only | 6.04 | 6.04A | 6.04A | only | only | ** ** 0.224 | 0.310 | 0.034 | 0.043 | 0.215 TCAS-TCAS 0.017 | 0.155 | 0.430 | 0.121 | One Mode C Table Percent of unresolved failures 19.3 6.04A | 6.02 / | 6.02 / | 6.04 / | 6.02 6.04 6.04 | 6.04A 6.04A | only | only | only | 0.000 | 0.000 | TCAS-TCAS 0.000 | 0.000 | 0.000 | 0.000 |

	Table		19.4		-	Percent of induced failures								
	1		-	6.04 only	1			6.02 /   6.04A						
TCAS-TCAS	   	2.458	   	2.907	1	0.449	2.601	1.503	1.753					
One Mode C	   	0.961	   	** >> 2.495	•	1.871								

** >> | .

6.491

** >> |

7.719 |

1.053 |

One Mode C

### APPENDIX F

NMACs AS A FUNCTION OF PARAMETER VALUES

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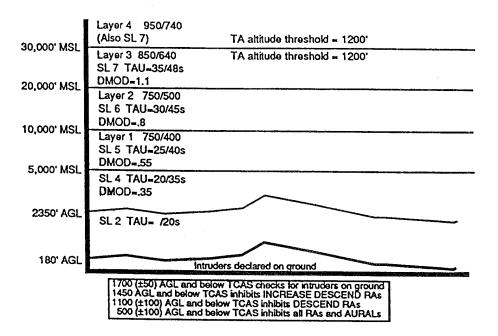
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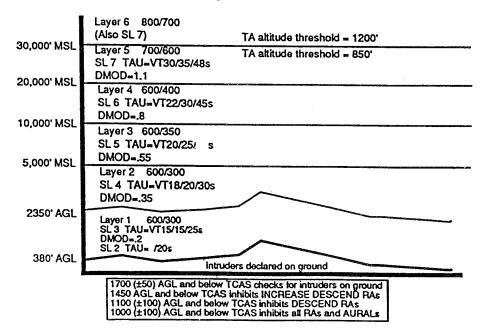
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#### APPENDIX H

### CAS THRESHOLDS, LAYERS, AND SENSITIVITY LEVELS1



### Thresholds for Logic Versions 6.02 and 6.02



Thresholds for Logic Versions 6.04 and 6.04a

Bradley, Suzanne, "Simulation Test and Evaluation of TCAS II Logic Version 6.04." The MITRE Corporation, McLean, VA, MTR 92W0000103, July 1992.

## APPENDIX I

# PERFORMANCE STATISTICS OUTPUTS

MITRE encounter classes: 0,10 Date processed: 6/23/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view: 3012

	Class	0	TCAS - TCA	AS Both Re	sponding	
	6.02   only	6.04   only	6.04A   only	6.02 /   6.04		6.04 / 6.04A
RAs/ runs (%)	•	100.00	100.00	100.00	100.00	100.00
Crossing RAs/ RAs (%)		0.001	0.001	0.00	0.001	0.001
Crossing RAs/runs (%)		0.001	0.001	0.001	0.001	100.0
Cr. RA NMACs/ cross RAs (%)		0.001	0.001	0.001	0.001	0.001
Cr. RA NMACs/		0.00	0.001	0.001	0.001	0.001
NMACs*/ runs (%)	0.001	0.001	0.00	0.001	0.001	0.001
Avg warning time** (sec)		 22.75	22.75	25.75	1 25.75	22.75
Avg alt sep at CPA* (ft)	734.39	662.25	   662.25	710.46	710.46	662.25
	Class	10	TCAS - TCA	AS Both Re	sponding	
!	6.02	6.04	6.04A		6.02 / 1	6.04 / 6.04A
RAs/	6.02   only	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04A
RAs/	6.02   only	6.04   only	6.04A   only	6.02 /   6.04   75.91	6.02 /   6.04A	6.04A
RAs/ runs (%)	6.02   only   90.84	6.04   only   63.64	6.04A   only   63.64	6.02 /   6.04   75.91   0.00	6.02 /   6.04A   75.91	6.04A     63.64      0.00
RAs/ runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/	6.02   only	6.04   only   63.64	6.04A   only   63.64	6.02 /   6.04   75.91   0.00	6.02 /   6.04A   75.91	6.04A     63.64    0.00
RAs/ runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/ runs (%)  Cr. RA NMACs/	6.02   only   90.84	6.04   only   63.64  0.00	6.04A   only   63.64	6.02 /   6.04   75.91   0.00   0.00	6.02 /   6.04A   75.91  0.00	6.04A   63.64    0.00    0.00
RAS/ runs (%)  Crossing RAs/ RAS (%)  Crossing RAS/ runs (%)  Cr. RA NMACS/ cross RAS (%)  Cr. RA NMACS/	6.02   only   90.84    0.00    0.00    0.00	6.04   only   63.64  0.00  0.00	6.04A   only   63.64  0.00  0.00	6.02 /   6.04   75.91   0.00   0.00	6.02 /   6.04A   75.91  0.00  0.00	6.04A   63.64    0.00    0.00
RAS/ runs (%)  Crossing RAs/ RAS (%)  Crossing RAS/ runs (%)  Cr. RA NMACS/ cross RAS (%)  Cr. RA NMACS/ NMACS* (%)	6.02   only	6.04   only   63.64  0.00  0.00  0.00	6.04A   only   63.64  0.00  0.00  0.00	6.02 /   6.04   75.91   0.00   0.00   0.00	6.02 /   6.04A   75.91  0.00  0.00  0.00	6.04A   63.64    0.00    0.00    0.00

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 1,11 Date processed: 6/23/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view: 9044

	Class		1	TCAS - TCA	AS Both Re	sponding	
	6.02   only			6.04A   only		6.02 /   6.04A	6.04 / 6.04A
RAs/ runs (%)	   100	100.	96.281	96.28	96.28	96.41	96.281
Crossing RAs/ RAs (%)		.85 I	12.43	9.25	13.40	9.52	10.84
Crossing RAs/runs (%)		   .85	11.97	! 8.91	12.90	9.18	10.44
Cr. RA NMACs/ cross RAs (%)		100.	0.00	0.001	0.001	0.001	0.001
Cr. RA NMACs/ NMACs* (%)		100.	0.001	0.001	0.001	0.001	0.001
NMACs*/ runs (%)	1 1 0	.00	0.00	0.00	0.001	0.001	0.001
Avg warning time** (sec)		   . 62	16.70	   17.14	20.78	21.20	16.88
Avg alt sep at CPA* (ft)	   929	i .10	758.81	763.201	845.15	845.88	760.821
	Class		11	TCAS - TC	AS Both Re	sponding	
	1 6.02	: 1	6.04	6.04A		6.02 / 1	6.04 / 6.04A
RAs/ runs (%)	6.02   only	!!	6.04   only	6.04A	6.02 /   6.04	6.02 /   6.04A	6.04A
•	6.02   only     100	!!	6.04   only	6.04A   only       59.38	6.02 /   6.04	6.02 /   6.04A	6.04A
runs (%)	6.02   only   100	.001	6.04   only   59.38	6.04A   only	6.02 /   6.04   74.90	6.02 /   6.04A   74.90	6.04A   59.38    0.00
runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/	6.02   only   100   0	.001	6.04   only   59.38	6.04A   only	6.02 /   6.04   74.90	6.02 /   6.04A   74.90	6.04A 59.38  0.00
Crossing RAs/RAs (%) Crossing RAs/runs (%) Cr. RA NMACS/	6.02   only   100   0	0.001	6.04   only   59.38  0.00	6.04A   only	6.02 /   6.04   74.90  0.00	6.02 /   6.04A   74.90  0.00	6.04A 59.38  0.00  0.00
Crossing RAs/ RAs (%) Crossing RAs/ runs (%) Cr. RA NMACs/ Cross RAs (%) Cr. RA NMACs/	6.02   only   100   0	0.001	6.04   only   59.38  0.00  0.00	6.04A   only	6.02 /   6.04   74.90  0.00	6.02 /   6.04A   74.90  0.00	6.04A 59.38  0.00
Crossing RAs/ RAs (%) Crossing RAs/ runs (%) Cr. RA NMACs/ cross RAs (%) Cr. RA NMACs/ NMACs* (%)	6.02   only   100   0   0   0   0	0.001	6.04   only   59.38  0.00  0.00  0.00	6.04A   only	6.02 /   6.04   74.90  0.00  0.00  0.00	6.02 /   6.04A   74.90  0.00  0.00  0.00	6.04A 59.38  0.00  0.00  0.00

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 2,12 Date processed: 6/23/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view : 108424

	Class	ż	TCAS - TCAS	S Both Re	sponding	
	6.02     only	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
RAs/ runs (%)	1 100.001	99.45	99.45	98.90	98.90	99.45
Crossing RAs/ RAs (%)		2.28	2.32	0.53	0.53	2.30
Crossing RAs/runs (%)	•	2.27	2.31	0.53	0.53	2.29
Cr. RA NMACs/ cross RAs (%)	l 0.001	1.13	1.11	0.001	0.001	1.12
Cr. RA NMACs/ NMACs* (%)	•	1.75	1.75	0.001	0.001	1.75
NMACs*/ runs (%)	   0.31	1.46	1.46	0.49	     0.49	1.46
Avg warning time** (sec)		15.88	15.89	18.35	18.35	15.88
Avg alt sep at CPA* (ft)	   691.50	607.19	607.17	651.61	651.61	607.18
	Class	12	TCAS - TCAS	Both Re	sponding	
	I 6.02 I	6.04 I	6.043	6.02 / 1	6.00 ( )	6.04 / 6.04A
RAs/	6.02     only	6.04   only		6.02 / 1 6.04	6.02 /   6.04A	6.04A
RAs/	6.02     only     99.95	6.04   only   73.58	6.04A   only	6.02 /   6.04   85.24	6.02 /   6.04A   85.24	6.04A     73.58
RAs/ runs (%)	6.02   only	6.04   only   73.58	6.04A   only   73.58	6.02 /   6.04   85.24	6.02 /   6.04A   85.24	6.04A   73.58    0.38
RAs/ runs (%) Crossing RAs/ RAs (%) Crossing RAs/	6.02   only	6.04   only   73.58	6.04A   only   73.58	6.02 /   6.04   85.24  0.33	6.02 /   6.04A   85.24   0.33	6.04A 73.58  0.38
RAs/ runs (%) Crossing RAs/ RAs (%) Crossing RAs/ runs (%) Cr. RA NMACS/	6.02   only   99.95    0.28    0.00	6.04   only   73.58  0.38	6.04A   only   73.58  0.38	6.02 /   6.04   85.24  0.33  0.29	6.02 /   6.04A   85.24  0.33  0.29	6.04A 73.58  0.38  0.28
RAs/ runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/ runs (%)  Cr. RA NMACs/ cross RAs (%)  Cr. RA NMACs/	0.28  0.28  0.28	6.04   only   73.58  0.38  0.28  8.33	6.04A   only   73.58  0.38  0.28	6.02 /   6.04   85.24  0.33  0.29	6.02 /   6.04A   85.24  0.33  0.29	6.04A 73.58  0.38  0.28  8.33
RAs/ runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/ runs (%)  Cr. RA NMACS/ cross RAs (%)  Cr. RA NMACS/ (NMACS* (%))	0.28   0.28   0.00   0.00   0.00	6.04   only   73.58  0.38  0.28  8.33	6.04A   only   73.58  0.38  0.28  8.33	6.02 /   6.04   85.24  0.33  0.29  0.00	6.02 /   6.04A   85.24   0.33   0.29   0.00	6.04A 73.58  0.38  0.28

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 3,13 Date processed: 6/21/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view: 139726

(	Class	3	TCAS - TCA	S Both Re	sponding	
 	6.02   only		6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
RAs/   runs (%)	83.48  	70.75	1 70.75	1 77 49	77.491	70.75
Crossing RAs/  PAs (%)	11.86  	13.36	10.72	13.70	10.95	12.04
Crossing RAs/  runs (%)	9.90	9.45	7.58	10.62	8.48	8.52
Cr. RA NMACs/  cross RAs (%)	0.00	0.001	1	0.001	0.001	0.001
Cr. RA NMACs/  NMACs* (%)	0.001	0.00	0.001	0.001	0.001	0.001
NMACs*/   runs (%)	0.001	0.001	0.00	0.00	0.001	0.001
Avg warning   time** (sec)	17.98	16.70	17.07	17.70	18.02	16.82
Avg alt sep   at CPA* (ft)	 798.99	720.50	728.55	765.50	770.361	721.87
(	Class	13	TCAS - TCA	S Both Re	sponding	
[	6.02	6.04	TCAS - TCA 6.04A   only	6.02 / 1	6.02 / 1	6.04 / 6.04A
1	6.02	6.04	6.04A   only	6.02 / 1	6.02 /   6.04A	6.04A
 	6.02   only   76.72	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04A
RAs/   runs (%)	6.02   only   76.72	6.04 ! only ! 59.20	6.04A   only	6.02 /   6.04   69.91	6.02 /   6.04A   70.05	6.04A 59.22  16.82
RAS/   runs (%)  Crossing RAS/  RAS (%)  Crossing RAS/	6.02   only   76.72	6.04   only   59.20	6.04A   only   59.35	6.02 /   6.04   69.91	6.02 /   6.04A   70.05	6.04A 59.22  16.82
RAs/   runs (%)   Crossing RAs/  RAs (%)   Crossing RAs/  runs (%)   Cr. RA NMACs/	6.02   only   76.72	6.04   only   59.20	6.04A   only   59.35	6.02 /   6.04   69.91   17.76   12.41	6.02 /   6.04A   70.05  14.87	6.04A 59.22  16.82  9.96  2.28
RAS/   runs (%)  Crossing RAS/  RAS (%)  Crossing RAS/  runs (%)  Cr. RA NMACS/  cross RAS (%)  Cr. RA NMACS/	6.02   only   76.72    15.86    12.17	6.04   only   59.20    19.23    11.39    3.99	6.04A   only   59.35  14.52  8.62	6.02 /   6.04   69.91   17.76   12.41   1.40	6.02 /   6.04A   70.05  14.87  10.42	6.04A 59.22  16.82  9.96
RAS/   runs (%)  Crossing RAS/  RAS (%)  Crossing RAS/  runs (%)  Cr. RA NMACS/  cross RAS (%)  Cr. RA NMACS/  NMACS* (%)	6.02   only   76.72    15.86    12.17    0.00	6.04   only   59.20    19.23    11.39    3.99	6.04A   only   59.35   14.52   8.62   1.00   100.00	6.02 /   6.04   69.91   17.76   12.41   1.40   100.00	6.02 /   6.04A   70.05  14.87  10.42  0.83	6.04A 59.22  16.82  9.96  2.28  100.00
RAs/   runs (%)    Crossing RAs/  RAs (%)    Crossing RAs/  runs (%)    Cr. RA NMACS/  cross RAs (%)    Cr. RA NMACS/  hMACs* (%)    NMACs*/   runs (%)    Avg warning	6.02   only   76.72   15.86   12.17   0.00   0.00   0.00	6.04   only   59.20    19.23    11.39    3.99    100.00    0.45	6.04A   only   59.35   14.52   8.62   1.00   100.00   0.09	6.02 /   6.04   69.91   17.76   12.41   1.40   100.00   0.17	6.02 /   6.04A   70.05  14.87  10.42  0.83  100.00	6.04A 59.22  16.82  9.96  2.28  100.00

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 4,14 Date processed: 6/23/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view : 18144

	01	_				
	Class	4	TCAS - TCA	AS Both R	esponding	
		6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
RAs/runs (%)	100.00	96.77	96.84	95.95	96.05	     96.70
Crossing RAs/	22.87	17.39	7.66	18.61	15.41	   11.93
Crossing RAs/ runs (%)		16.83	7.42	17.86	14.80	   11.54
Cr. RA NMACs/  cross RAs (%)		0.001	0.001	0.001	0.001	    0.00
Cr. RA NMACs/  NMACs* (%)		0.001	0.001	100.0	0.001	0.001
NMACs*/   runs (%)		0.001	0.001	0.001	0.001	 I
Avg warning   time** (sec)		19.54	19.87	22.40	   22.64	19.69
Avg alt sep   at CPA* (ft)	1081.05	942.17	948.61	1018.66	1023.71	943.61
	Class	14	TCAS - TCĀ	S Both Re	esponding	
ı	6.02	6.04	TCAS - TCA 6.04A   only	6.02 / 1	6 02 / 1	6.04 / 6.04A
 	6.02   only	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A I 68.57
 	6.02   only   94.29	6.04   only   68.57	6.04A   only	6.02 /   6.04   77.59	6.02 /   6.04A	6.04A     68.57
RAs/   runs (%)	6.02   only   94.29	6.04   only   68.57	6.04A   only   68.57	6.02 /   6.04   77.59	6.02 /   6.04A   77.59	6.04A     68.57    10.42
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/	6.02   only   94.29	6.04   only   68.57	6.04A   only   68.57	6.02 /   6.04   77.59	6.02 /   6.04A   77.59	6.04A     68.57    10.42
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/	6.02   only   94.29	6.04   only   68.57    10.42    7.14	6.04A   only   68.57	6.02 /   6.04   77.59  11.05	6.02 /   6.04A   77.59  11.05	6.04A   68.57    10.42    7.14
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/  cross RAs (%)  Cr. RA NMACs/	6.02   only   94.29	6.04   only   68.57    10.42    7.14    0.00	6.04A   only   68.57  10.42  7.14  0.00	6.02 /   6.04   77.59  11.05  8.57	6.02 /   6.04A   77.59  11.05  8.57	6.04A   68.57    10.42    7.14    0.00
RAS/   runs (%)   Crossing RAS/  RAS (%)   Crossing RAS/  runs (%)   Cr. RA NMACS/  cross RAS (%)   Cr. RA NMACS/  NMACS* (%)	6.02   only   94.29  9.09  8.57  0.00	6.04   only   68.57    10.42    7.14    0.00	6.04A   only   68.57   10.42   7.14   0.00	6.02 /   6.04   77.59  11.05  8.57  0.00	6.02 /   6.04A   77.59  11.05  8.57  0.00	6.04A 68.57  10.42  7.14  0.00
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/  cross RAs (%)  Cr. RA NMACs/  hMACs* (%)  NMACs* (%)  Avg warning	6.02   only   94.29  9.09  8.57  0.00  0.00	6.04   only   68.57    10.42    7.14    0.00    0.00	6.04A   only   68.57   10.42   7.14   0.00   0.00	6.02 /   6.04   77.59  11.05  8.57  0.00  0.00	6.02 /   6.04A   77.59  11.05  8.57  0.00  0.00  17.30	6.04A 68.57  10.42  7.14  0.00  0.00

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 5,15 Date processed: 6/21/94

Based on FAA Technical Center data of: 6/20/94 Total TCAS-TCAS runs for both points of view: 217624

	Class	5	TCAS - TCA	AS Both Re	Both Responding		
		6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A	
RAs/   runs (%)	99.64	95.941	95.91	97.45	97.44	95.92	
Crossing RAs/  RAs (%)		8.47	5.39	7.31	5.03	6.83 ₁	
Crossing RAs/  runs (%)		8.12	5.17	7.12	4.90	     6.55	
Cr. RA NMACs/  cross RAs (%)	0.001	0.07	0.11	0.001	0.001	0.08	
Cr. RA NMACs/  NMACs* (%)		1.92	1.92	100.0	0.001	1.92	
NMACs*/ runs (%)		0.29	0.29	0.091	0.091		
Avg warning   time** (sec)	19.03	16.34	 16.49	17.97	     18.11	16.38	
Avg alt sep   at CPA* (ft)	875.88 _[	 758.08	759.26	818.20	819.82	758.42	
	Class	15	TCAS - TCA	S Both Re	sponding		
ļ	6.02	6.04 1	6.04A I	6.02 / 1	6 00 / 1	6.04 / 6.04A	
ļ	6.02   only	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04A	
 	6.02   only   95.87	6.04   only   .73.58	6.04A   only	6.02 /   6.04	6.02 /   6.04A   82.56	6.04A     73.33	
RAs/   runs (%)	6.02   only   95.87	6.04   only   .73.58	6.04A   only   73.15	6.02 /   6.04   82.73	6.02 /   6.04A   82.56	6.04A   73.33    10.03	
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/	6.02   only   95.87  7.65	6.04   only   73.58	6.04A   only   73.15	6.02 /   6.04   82.73	6.02 /   6.04A   82.56  8.07	6.04A 73.33  10.03  7.35	
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/	6.02   only   95.87  7.65  7.33	6.04   only   73.58	6.04A   only   73.15  8.74	6.02 /   6.04   82.73  10.74  8.89	6.02 /   6.04A   82.56  8.07  6.67	6.04A   73.33    10.03    7.35    7.87	
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/  cross RAs (%)  Cr. RA NMACs/	6.02   only   95.87  7.65  7.33	6.04   only   73.58    12.10    8.91    7.24	6.04A   only   73.15  8.74  6.39	6.02 /   6.04   82.73  10.74  8.89  2.80	6.02 /   6.04A   82.56  8.07  6.67  1.24	6.04A  73.33   10.03   7.35   7.87   67.31	
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/  cross RAs (%)  Cr. RA NMACs/  NMACs* (%)	6.02   only   95.87  7.65  7.33  0.00	6.04   only	6.04A   only   73.15  8.74  6.39  6.46  59.52	6.02 /   6.04   82.73  10.74  8.89  2.80  71.43	6.02 /   6.04A   82.56  8.07  6.67  1.24  45.45	6.04A  73.33   10.03   7.35   7.87   67.31   0.86	
RAs/   runs (%)  Crossing RAs/  RAs (%)  Crossing RAs/  runs (%)  Cr. RA NMACs/  cross RAs (%)  Cr. RA NMACs/  NMACs* (%)	6.02   only   95.87  7.65  7.33  0.00	6.04   only	6.04A   only   73.15  8.74  6.39  6.46  59.52	6.02 /   6.04   82.73  10.74  8.89  2.80	6.02 /   6.04A   82.56  8.07  6.67  1.24	73.33  10.03  7.35  7.87  67.31	
RAS/   runs (%)   Crossing RAS/  RAS (%)   Crossing RAS/  runs (%)   Cr. RA NMACS/  cross RAS (%)   Cr. RA NMACS/  truns (%)   Cr. RA NMACS/  NMACS* (%)   NMACS*/   runs (%)   Avg warning	6.02   only   95.87   7.65   7.33   0.00   0.00   17.20	6.04   only   73.58    12.10    8.91    7.24    69.64    0.93	6.04A   only   73.15  8.74  6.39  6.46  59.52	6.02 /   6.04   82.73  10.74  8.89  2.80	6.02 /   6.04A   82.56  8.07  6.67  1.24	73.33  10.03  7.35  7.87  67.31  0.86	

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 6,16 Date processed: 6/24/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view : 216175

	Class		6	TCAS - TCA	S Both Re	sponding	
	   		6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
RAs/ runs (%)	 	99.911	94.76	94.981	ا 97.03	96.74	94.33
Crossing RAS		 26.35	21.56	17.45	24.58	22.20	19.30
Crossing RASA		26.33	20.43	16.58	23.85	21.47	18.20
Cr. RA NMACS		•	1 2.58	0.631	1.41	0.73	1.19
Cr. RA NMACs/ NMACs* (%)		85.71	73.85	 36.54	79.22	61.96	50.00l
NMACs*/ runs (%)		0.31	0.71	0.29	0.42	0.25	0.43
Avg warning time** (sec)	•	20.00	17.33	18.38	18.99	19.67	17.83
Avg alt sep at CPA* (ft)		899.64	791.56I	850.60	850.95	883.07	817.92
	С	lass	16	TCAS - TCA	as Both Re	sponding	
	C I	6.02	6.04	TCAS - TCA	6.02 /	6.02 / 1	6.04 / 6.04A
RAs/ runs (%)	 	6.02	6.04	6.04A   only	6.02 /   6.04	6.02 /   6.04A	•
•	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6.02   only	6.04   only	6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04A
runs (%) Crossing RAs	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6.02   only   99.26	6.04   only   77.95	6.04A   only   77.93	6.02 /   6.04   88.72	6.02 /   6.04A       88.65	6.04A     77.88
Crossing RAS, RAS (%)	 	6.02   only   99.26	6.04   only   77.95	6.04A   only   77.93	6.02 /   6.04   88.72	6.02 /   6.04A   88.65	6.04A   77.88    18.56
Crossing RAS, RAS (%) Crossing RAS, runs (%) Cr. RA NMACS,		6.02   only   99.26  29.78	6.04   only   77.95  24.03	6.04A   only   77.93	6.02 /   6.04   88.72  28.22  25.04	6.02 /   6.04A   88.65  23.08	6.04A   77.88    18.56    14.46
Crossing RAS, RAS (%) Crossing RAS, runs (%) Cr. RA NMACS, Cross RAS (%) Cr. RA NMACS,	                                   	6.02   only   99.26  29.78  29.56	6.04   only   77.95  24.03    18.73	6.04A   only   77.93  13.50    10.52    0.33	6.02 /   6.04   88.72  28.22  25.04	6.02 /   6.04A   88.65  23.08  20.46	6.04A 77.88  18.56  14.46  1.62
Crossing RAs, RAS (%) Crossing RAs, runs (%) Cr. RA NMACS, cross RAS (%) Cr. RA NMACS, NMACS* (%)		6.02   only   99.26  29.78  29.56  1.70	6.04   only   77.95  24.03    18.73    4.16    100.00	6.04A   only   77.93  13.50    0.33    100.00	6.02 /   6.04   88.72  28.22  25.04  2.11	6.02 /   6.04A   88.65  23.08  20.46  1.08	6.04A 77.88  18.56  14.46  1.62

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 7,17 MITRE encounter classes: 7,17 Date processed: 6/25/94 Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view: 325998

	Class		7	TCA	.s - To	CAS	Both Re			
		.02 nly		6.04 only		04A		.02 / [ 6.04	6.02 /   6.04A	
RAs/ runs (%)	   	99.9	  3	99.32	1	99.32	   	99.24	99.24	99.321
Crossing RAs/ RAs (%)		1.5	 	3.95	 	3.20	   	1.90	1.67	3.56
Crossing RAs/runs (%)		1.5	101	3.93	    }	3.18	   	1.89	1.65	   3.54
Cr. RA NMACs/ cross RAs (%)		0.0	100	0.31	  -	0.38	   	0.001	0.001	0.34
Cr. RA NMACs/ NMACs* (%)		0.0	    0	0.77	 	0.75	- <b></b>   	0.001	0.001	0.761
NMACs*/ runs (%)	   	0.7	    8	1.57	 	1.61	 	1.08	1.09	   1.59
Avg warning time** (sec)		17.5	    2	14.79		14.77	   	16.63	16.62	14.78
Avg alt sep at CPA* (ft)		714.3	191	616.33	l 31 6	16.19		 673.69	673.47	616.26
	Cla	ss		17	TCA	.s – TC	CAS	Both Re	sponding	
	1 6	. 02	i	6.04	1 6.	04A I	۱ 6	.02 / 1		6.04 / 6.04A
RAs/runs (%)	6   01	. 02	   	6.04	6.   on	04A	6	.02 /   6.04	6.02 / 1	6.04A
RAs/	6   01     	.02 nly	           	6.04 only	6.   on	04A	6	.02 /   6.04	6.02 /   6.04A       83.38	6.04A 71.94
RAs/ runs (%)	6   01       	.02 nly 95.9	 	6.04 only 71.94	6.   on	04A   lly   71.94	6	.02 /   6.04   83.40	6.02 /   6.04A   83.38	71.94   2.04
RAs/ runs (%) Crossing RAs/ RAs (%) Crossing RAs/	6   01         	.02 nly 95.9	     	6.04 only 71.94	6.   on	04A	6	.02 /   6.04   83.40	6.02 /   6.04A   83.38	6.04A 71.94  2.04
RAs/ runs (%) Crossing RAs/ RAs (%) Crossing RAs/ runs (%) Cr. RA NMACs/	6   01           	.02 nly 95.9 1.1	081	6.04 only 71.94 2.09	6.   on	04A	6	.02 /   6.04   83.40  1.61	6.02 /   6.04A   83.38  1.58	6.04A 71.94  2.04  1.47
RAs/ runs (%)  Crossing RAs/ RAs (%)  Crossing RAs/ runs (%)  Cr. RA NMACs/ Cross RAs (%)  Cr. RA NMACs/ NMACs* (%)	6   01           	.02 nly 95.9 1.1		6.04 only 71.94 2.09 1.50	6.   on	04A	6	.02 /   6.04   83.40  1.61  1.34  7.19	6.02 /   6.04A   83.38  1.58  1.31	6.04A 71.94  2.04  1.47
RAs/ runs (%) Crossing RAs/ RAs (%) Crossing RAs/ runs (%) Cr. RA NMACs/ cross RAs (%) Cr. RA NMACs/ NMACs* (%)	6   01               	95.9 1.1 1.1 7.7		6.04 only 71.94 2.09 1.50 23.98	6.   on	04A	6	.02 /   6.04   83.40  1.61  1.34  7.19	6.02 /   6.04A   83.38  1.58  1.31  6.67	1.47  19.16  96.97

 $[\]star$  NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 8,18 Date processed: 6/25/94

Based on FAA Technical Center data of: 6/20/94

Total TCAS-TCAS runs for both points of view : 323036

Total incorrectly labelled RAs : 3556

	Cl	.ass	8	TCAS - TCA	.S Both Re	esponding	
				6.04A   only	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
RAs/ runs (%)	1	 99.19	94.77	95.04	96.92	96.96I	94.821
Crossing RAs/ RAs (%)		7.94	   11.97	8.78	8.84	7.45	10.63
Crossing RAs/runs (%)		7.87	11.34	8.34	8.57	7.22	10.08i
Cr. RA NMACs/ cross RAs (%)	•	1 0.00	 1.61	0.77	0.65	0.691	1.29
Cr. RA NMACs/ NMACs* (%)		0.001	9.91	3.71	6.22	5.58	7.24
NMACs*/ runs (%)		  0.30	1.85	1.72	0.90l	0.89	 1.79
Avg warning time** (sec)		   17.97	 15.49	16.00	17.20	17.46	 15.69
Avg alt sep at CPA* (ft)	1	831.94	705.38	730.37	777.25	786.48	712.75
	Cl	lass	18	TCAS - TCA	S Both Re	esponding	
	ı	6.02	6.04 I	TCAS - TCA 6.04A   only	6.02 / 1	6 02 / 1	6.04 / 6.04A
	   	6.02   only	6.04   only	6.04A I	6.02 /   6.04	6.02 /   6.04A	6.04A
runs (%)		6.02   only   98.39	6.04   only   79.49	6.04A   only	6.02 /   6.04     88.32	6.02 /   6.04A                           	79.16
runs (%)		6.02   only   98.39	6.04   only   79.49	6.04A   only   79.02	6.02 /   6.04   88.32	6.02 /   6.04A     88.29	6.04A 79.16  13.93
runs (%) Crossing RAs/ RAs (%)	 	6.02   only   98.39	6.04   only   79.49	6.04A   only   79.02    11.16    8.82	6.02 /   6.04   88.32	6.02 /   6.04A     88.29	6.04A 79.16  13.93
Crossing RASA Crossing RASA Crossing RASA runs Cr. RA NMACSA	                 	6.02   only   98.39    13.17    12.96    1.97	6.04   only   79.49  17.28  13.73  3.10	6.04A   only   79.02    11.16    8.82	6.02 /   6.04   88.32  15.39	6.02 /   6.04A   88.29  12.32	6.04A 79.16  13.93  11.02  2.99
Crossing RAS/ RAS (%) Crossing RAS/ runs (%) Cr. RA NMACS/ cross RAS (%) Cr. RA NMACS/		6.02   only   98.39    13.17    12.96    1.97	6.04   only   79.49  17.28  13.73  3.10	6.04A   only   79.02    11.16    8.82    2.33	6.02 /   6.04   88.32  15.39  13.59	6.02 /   6.04A   88.29  12.32  10.88	6.04A 79.16  13.93  11.02
Crossing RAS/ RAS (%)  Crossing RAS/ runs (%)  Cr. RA NMACS/ cross RAS (%)  Cr. RA NMACS/ NMACS* (%)		6.02   only   98.39   98.39   13.17   12.96   1.97   100.00	6.04   only   79.49  17.28  13.73  3.10  80.70	6.04A   only   79.02    11.16    8.82    2.33    66.67	6.02 /   6.04   88.32   15.39   13.59   2.52   88.10	6.02 /   6.04A   88.29  12.32  10.88  1.58  75.51	6.04A 79.16  13.93  11.02  2.99

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

MITRE encounter classes: 9,19 Date processed: 6/23/94

Based on FAA Technical Center data of: 6/20/94
Total TCAS-TCAS runs for both points of view: 279616

Total incorrectly labelled RAs : 320

Class	9	TCAS - TCA	S Both Re	sponding	
			6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A
82.91	70.54	73.41	77.33	78.12	70.81
29.50	24.84	l 29.34	27.23	31.66	27.33
24.46	17.52	21.53	21.06	24.73	19.35
0.03	0.70	0.97	0.05	0.13	0.67
50.00	56. <b>6</b> 7	82.86	37.50	90.00	69.231
0.01	0.22	0.25	0.03	0.041	0.19
17.34	   15.71	17.80	16.87	18.30	16.75
843.44	750.35	809.60	. I 806.891	852.21	783.27
Class	19	TCAS - TCA	S Both Re	sponding	
6.02	6.04		6.02 /	6.02 / 1	6.04 / 6.04A
6.02   only	6.04   only	6.04A	6.02 /   6.04	6.02 /   6.04A	6.04 / 6.04A 
6.02   only	6.04   only	6.04A   only	6.02 /   6.04   79.99	6.02 /   6.04A   79.71	6.04A     70.66
6.02   only	6.04   only	6.04A   only   70.59	6.02 /   6.04   79.99	6.02 /   6.04A   79.71	6.04A     70.66
6.02   only   84.76    39.68	6.04   only   71.04  32.95	6.04A   only   70.59    22.94	6.02 /   6.04   79.99  35.84	6.02 /   6.04A   79.71	6.04A 70.661 28.921
6.02   only   84.76    39.68	6.04   only   71.04  32.95  23.41	6.04A   only   70.59    22.94    16.19    2.52	6.02 /   6.04   79.99  35.84	6.02 /   6.04A   79.71  32.19	6.04A 70.66  28.92  20.43
6.02   only   84.76  39.68  33.63	6.04   only   71.04  32.95  23.41	6.04A   only   70.59  22.94    16.19  2.52	6.02 /   6.04   79.99  35.84  28.67	6.02 /   6.04A   79.71  32.19  25.66	6.04A 70.661 28.921 20.431 7.901
6.02   only   84.76  39.68  33.63    6.83    100.00	6.04   only   71.04  32.95  23.41  11.58  100.00	6.04A   only   70.59  22.94    16.19    2.52    100.00    0.41	6.02 /   6.04   79.99  35.84  28.67  8.47  100.00	6.02 /   6.04A   79.71  32.19  25.66  5.42	70.66  28.92  20.43  7.90  99.64
	6.02   only   82.91   29.50   24.46   0.03   50.00   17.34	6.02   6.04   only   82.91   70.54   29.50   24.84   24.46   17.52   0.03   0.70   50.00   56.67   0.01   0.22   17.34   15.71	6.02   6.04   6.04A   only   only   enly   only   only   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   enly   e	6.02   6.04   6.04A   6.02 /   only   only   6.04    82.91   70.54   73.41   77.33    29.50   24.84   29.34   27.23    24.46   17.52   21.53   21.06    0.03   0.70   0.97   0.05    50.00   56.67   82.86   37.50    0.01   0.22   0.25   0.03    17.34   15.71   17.80   16.87	6.02   6.04   6.04A   6.02 /   6.02 /   6.01y   6.01y   6.04   6.04A    82.91   70.54   73.41   77.33   78.12    29.50   24.84   29.34   27.23   31.66    24.46   17.52   21.53   21.06   24.73    0.03   0.70   0.97   0.05   0.13    50.00   56.67   82.86   37.50   90.00    0.01   0.22   0.25   0.03   0.04    17.34   15.71   17.80   16.87   18.30

^{*} NMACs and average alt. sep. at CPA are based on simulation truth

^{**} Average warning time includes negative times (ie, RA occurs after CPA)

### APPENDIX J

### NMACS UNIQUE TO VERSION 6.04A TABLES 7.4 AND 9.4

### 1. TABLE 7.4 NMACS

The plot in Figure J-1 is representative of the Class 7 encounters in which version 6.04a induces an NMAC and version 6.04 resolves the encounter. The plot shows Aircraft 1 and Aircraft 2 performance when both are 6.04a-equipped. The associated encounter summaries for versions 6.02, 6.04, and 6.04a are given in Figure J-2.

This encounter is an example of 6.04a modification 2, described in Section 4.1. Here, Aircraft 1 is the first to detect the threat, selecting a crossing RA against Aircraft 2. However, the altitude separation test comes into play, holding off Aircraft 1's issuance of a crossing RA until the aircraft are within 600 feet. Meanwhile, Aircraft 2, seeing the geometry slightly differently, selects and communicates a non-crossing RA to Aircraft 1. Aircraft 1 must comply with the received intent and thus also selects a non-crossing RA. The real problem is that the non-crossing RA is not a good choice. By the time that Aircraft 2 can respond to the RA, it has already achieved a substantial climb rate toward Aircraft 1 and cannot arrest its rate in time to achieve separation in the opposite direction.

In contrast, with the version 6.04 logic, there is nothing to hold off Aircraft 1's original selection of the crossing RA. Here, the crossing RA is consistent with and reinforces the strong maneuver being executed by Aircraft 2, and adequate separation can be achieved.

As stated in Section 5.2.2, although this encounter is technically labeled an induced NMAC with 6.04a, the encounter without TCAS (separation of 250 feet) is hardly benign. Both aircraft are flying level, separated by less than 1000 feet. Twenty seconds before closest approach, the lower aircraft suddenly accelerates strongly and climbs through the other aircraft's altitude. This is not an encounter that would occur deliberately in the airspace. By delaying issuing the crossing RA, the 6.04a logic is betting that the lower aircraft is more likely to level-off than to cross through the higher aircraft's altitude. Although that is not true for this encounter, it is still generally considered the proper choice.

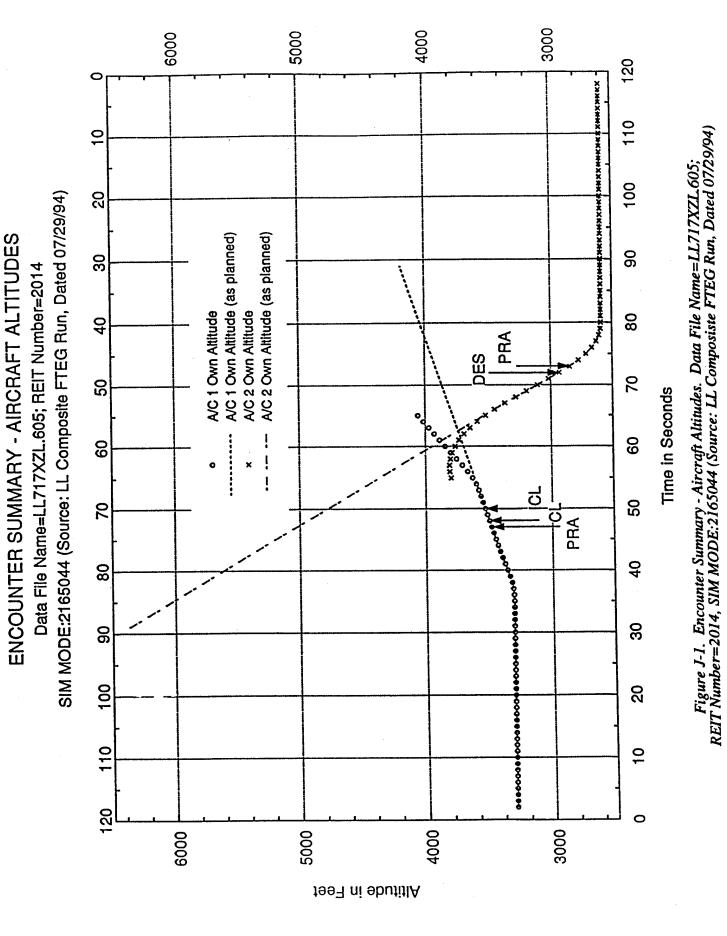
### 2. TABLE 9.4 NMACS

The plot in Figure J-3 is representative of the Class 9 encounters in which version 6.04a induces an NMAC and version 6.04 resolves the encounter. The plot shows Aircraft 1 and Aircraft 2 performance when both are 6.04a-equipped. The associated encounter summaries for versions 6.02, 6.04, and 6.04a are given in Figure J-4.

This encounter is similar to the Seattle encounter, except that the aircraft plan to level-off 250 feet apart, instead of 1000 feet. Here again, the 6.04a modification 2 comes into play, with both aircraft selecting crossing RAs and the altitude separation test causing the RAs to be deferred until the aircraft come within 850 feet. In all three versions of the logic, crossing RAs are selected. In versions 6.02 and 6.04, however, the altitude separation test does not apply in this geometry; thus, there is no deferral of the RA, and the extra time allows the aircraft to achieve adequate vertical separation. In version 6.04a, the RA simply comes too late to be effective. Again (as in the Table 7.4 example above), by delaying issuing the crossing RA, the 6.04a logic is betting that the lower aircraft will level-off at least 1000 feet below the higher aircraft. Although that is not true for this encounter, it is still generally considered the proper choice.

One item of note for the version 6.04a logic in this encounter is the long interval between the appearance of the potential RA (time=34 seconds for both aircraft) and the issuance of the RA

(time=49 and 51 seconds for Aircraft 2 and 1, respectively). This is due to a sensitivity level change in the middle of the encounter. Both aircraft detect a threat at time=34 seconds, but while the RA is being delayed (Aircraft 1: defer display (coordination), Aircraft 2: altitude separation test), the sensitivity level drops from 5 to 4, thereby increasing the threat detection thresholds. The threat status then drops back to TA for both aircraft. The sensitivity level 4 thresholds are crossed at time=40 seconds for both aircraft, but the issuance of the RAs is then delayed by the altitude separation test. Note that there is a proposal for the Change 7 TCAS logic to not allow the sensitivity level to change during an encounter.



			<b>e</b> 56		
COUNTER	400.0	3700.0	LD2		
INGENC	ALIM =	-20.0	044	@45	
NON_CROSSING_ENCOUNTER	25.0	-25.0	[NXRA]   LD1	[NXRA]   LC2	
	AUV =	0.35	[NXRA]	[NXRA]	
658.58	5.0	0.15	634	034	
02 RH 7	TAUR = 2	(0.0005,000)	TAUR   LD5	TAUR   LC5	
2014 6.02 RL VS 6.02 RH	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-250.0 (0.0,1000.0) (0.0,5000.0) 0.15 0.35 -25.0 -20.0	A/C1: CL717CF, 2162022   TAUR   LD5 034	A/C2:CL717EF2,2262122   TAUR   LC5	
2014	SL = 5	-250.0	A/C1: CL	A/C2:CL7	

			020	
NON_CROSSING_ENCOUNTER	300.0	3700.0	048 [NXRA]   ICL	[NXRA]
OSSING	ALIM =	-20.0	048	@ <b>4</b> 8
NON	20.0	-25.0	(6FT)   CL	DES
94.30	AUV =	0.35	(6FT)	(DFD)
7	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-250.0 (0.0,1000.0) (0.0,5000.0) 0.15 0.35 -25.0 -20.0 3700.0	A/C1: CL717WZ,2165044   TAUV   POTRA 047	A/C2:CL717YZ2, 2265144   TAUV   POTRA @47 (DFD)   DES @48 [NXRA]
6.04A RH	TAUR	(0.0,500	TAUV	TAUV
2014 6.04A RL VS 6.04A RH	IR = 600.0	,1000.0)	12, 2165044	2,2265144
2014 6.0	] = 4 ZTE	-250.0 (0.0	/C1: CL717W	/C2:CL717Y2
	S	'	Ř	À

Figure J-2. Encounter Summaries for 6.02, 6.04, and 6.04a.

# **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL919YZH.605; REIT Number=1509

SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94)

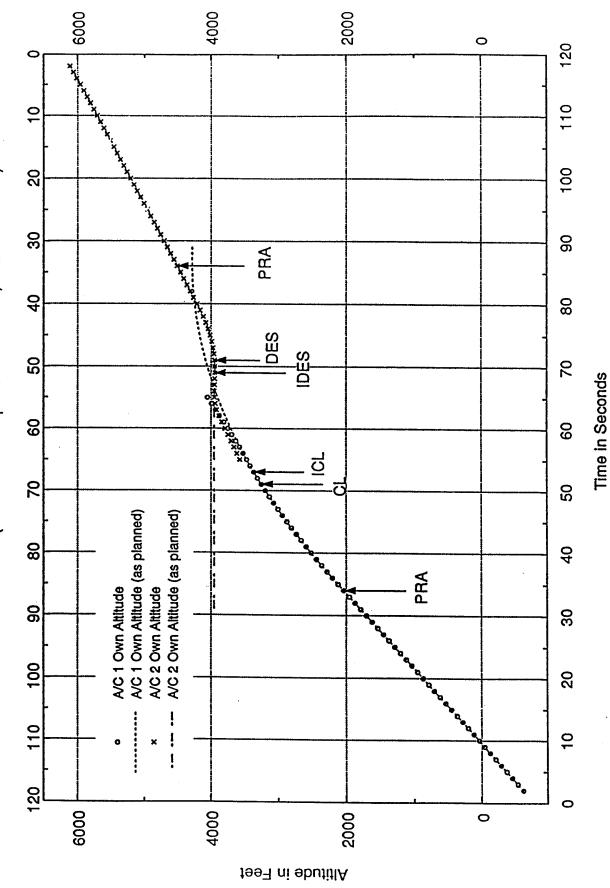


Figure J-3. Encounter Summary - Aircraft Altitudes, Data File Name=LL919YZH.605; REIT Number=1509, SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94)

```
3700.0
                        ALIM = 400.0
CROSSING_ENCOUNTER
                                                 -250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0
                                                                           e57
                                                                                                   e54
                                                                                                   [XRA] | IDES
                                                                           [XRA] | LD2
                         TAUR = 25.0 TAUV = 25.0
898.37
                                                                           638
                                                                                                    @35
                                                                                                    A/C2:CL919EH2, 2262022 | PVMD | DES
                                                                          A/C1: CL919CF, 2162122 | PVMD | CL
 თ
6.02 RH VS 6.02 RL
                         ZTHR = 750.0
1509
                           SL = 5
```

			657	
	0.0	3700.0	- C	
CROSSING_ENCOUNTER	ALIM = 30(	-20.0	647	650
SSING	0.0	-25.0	ICL	IDES
CRO	ν 1 2	0.15	[XRA]	[XRA]
9 312.08	O TAI	-0.05	045	644
	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0	A/C1: CL9190R, 2164133   PVMD   CL 045 [XRA]   ICL 047	A/C2:CL9190R2, 2264033   PVMD   DES 644 [XRA]   IDES 650
1509 6.04 RH VS 6.04 RL	0.0	) (-30	.33 IPVN	33   PVA
RH VS	99 # :	.0,0.	, 21641	, 22640
6.04	ZTHR	(5000	1.9190R	,9190R2
1509	SL = 4	-250.0	A/C1: C	A/C2:CI

			0.53	051
		0.00	051 [XRA]   ICL	A/C2:CL919Y22, 2265044   TAUR   POTRA 034 (6FT)   DES 049 [XRA]   IDES 051
UNTER	300.0	3,	[XRA]	[XRA]
IG_ENCC	LIM =	-20.0	051	049
CROSSING_ENCOUNTER	5.0	-25.0		DES
O	23	2	_	_
. 82	M VD.	0.1	(DFD)	(6FT)
9 -27.82	O TA	-0.05	<b>3</b> 34	334
თ	25.	6	8	2
		ó.	POT	POT
R	Ĕ	0.0		
5.04A	TAI	(-300	TAUR	TAUR
1509 6.04A RH VS 6.04A RL	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 300.0	-250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0 3700.0	A/C1: CL919WZ,2165144  TAUR   POTRA 034 (DFD)   CL	65044
Æ:	Ħ	0.	, 21	22
6.04	ZTHR	(5000	919WZ,	19YZ2,
~	ហ	0	CL	21.9
ŏ		0	••	
15	SI	-25	A/C]	A/C2

Figure J-4. Encounter Summaries for 6.02, 6.04, and 6.04a.

APPENDIX K

### **CLASS WEIGHTS²**

Class	Weight
1	0.0197
2	0.0004
3	0.0033
4	0.0145
5	0.0025
6	0.0029
7	0.0002
8	0.0005
9	0.0001
10+0	0.3973
11	0.1929
12	0.0759
13	0.1081
14	0.1167
15	0.0205
16	0.0256
17	0.0019
18	0.0094
19	0.0074
	i.
Total:	1.0000

McLaughlin, M.P. and A.D. Zeitlin, "Safety Study of TCAS II for Logic Version 6.04a." The MITRE Corporation, McLean, VA, MTR 93W0000234, November 1993.

### APPENDIX L

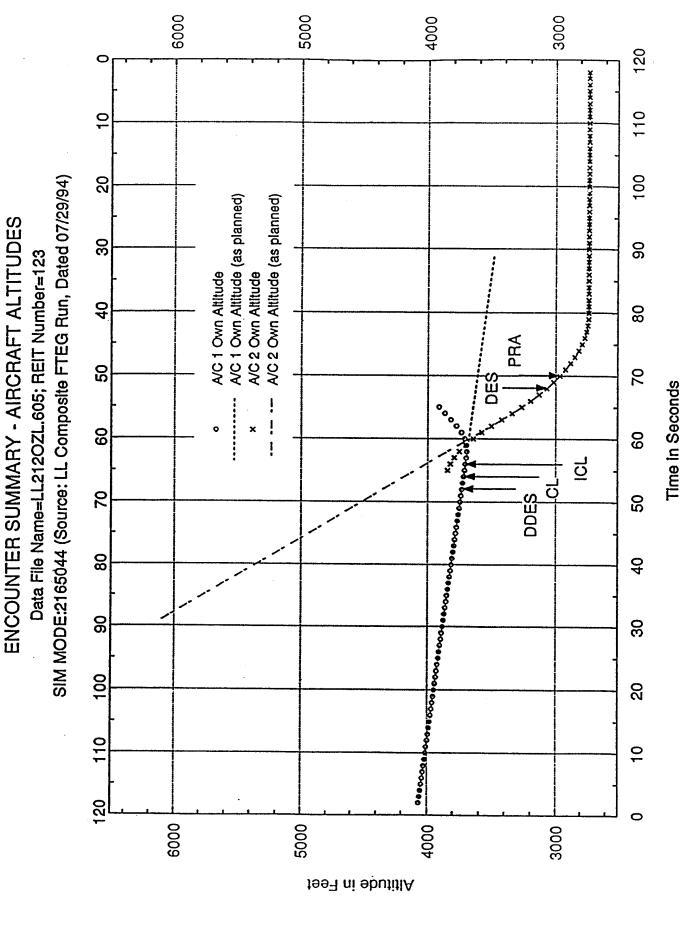
### 30 REPRESENTATIVE NMAC ENCOUNTERS

TOTAL 6.04a NMACs AND CHARACTERISTIC 6.04a NMAC GROUPS PER CLASS AND TABLE (Table 3 - Unresolved NMACs; Table 4 - Induced NMACs)

19 Jul 1994

Cls	Tbl	Characteri Data File an			NMACs in Tbl	# of Enc.	% of Enc.
0	3	Total NMACs	for Table=		o	16	0.0
0	4	Total NMACs	for Table=		o	20	0.0
1	3	Total NMACs	for Table=		0	72	0.0
1	4	Total NMACs	for Table=		0	304	0.0
2	3	Total NMACs LL2120ZL.605	for Table= 0123 5	100.0%	5	864	0.58
2	4	Total NMACs LL2120ZL.605	<b>for Table=</b> 1196 <b>52</b>	100.0%	5 <b>2</b>	3032	1.72
3	3	Total NMACs	for Table=		0 .	736	0.0
3	4	Total NMACs	for Table=		o	2416	0.0
4	3	Total NMACs	for Table=		0	120	0.0
4	4	Total NMACs	for Table=		O	608	0.0
5	3	Total NMACs	for Table=		0	1580	0.0
5	4	Total NMACs LL515WZL.605 LL515WZL.605 LL515WZL.605		19.2% 15.4% 65.4%	26	7488	0.35
6	3	Total NMACs LL616WZL.605 LL616WZL.605	for Table= 0081 4 5863 10	28.6% 71.4%	14	1728	0.81
6	4	Total NMACs LL616WZL.605	for Table= 4612 12	100.0	12	7384	0.16
7	3	Total NMACs LL717XZL.605	for Table= 2538 4	100.0	4	2416	0.17
7	4	Total NMACs LL717XZL.605 LL717XZL.605	for Table= 2014 5 8982 191	2.6% 97.4%	196	9988	1.96
8	3	Total NMACs LL818YZL.605 LL818YZL.605 LL818YZL.605	for Table= 0641 4 7305 7 8712 19	13.3% 23.3% 63.3%	30	2592	1.16
8	4	Total NMACs LL818YZL.605 LL818YZL.605 LL818YZL.605 LL818YZH.605	for Table= 1385 27 2655 152 3615 4 4970 5	14.4% 80.9% 2.1% 2.7%	188	10044	1.87

Cls	Tbl	Characteri Data File an		ACs % of Grp Tbl	NMACs in Tbl	# of Enc.	% of Enc.
9	3	Total NWACG	for Table=	· · · · · · · · · · · · · · · · · · ·	0	1158	0.0
	_	TOTAL NAMES	TOL TABLE-			1136	0.0
9	4	Total NMACs	for Table=		18	5808	0.31
		LL919YZH.605	1509 14 3523 4		•		
10	3	Total NMACs	for Table=		0	8	0.0
10	4	Total NMACs	for Table=		0	124	0.0
11	3	Total NMACs	for Table=		0	0	0.0
11	4	Total NMACs	for Table=		0	128	0.0
12	3	Total NMACs	for Table=		0	O	0.0
12	4	Total NMACs	for Table=	100.0	1	2152	0.059
••	_			. 100.0			
13	3	Total NMACs			0	128	0.0
13	4	Total NMACs LL313SZL.605	for Table=	100.0	4	4496	0.099
14	3	Total NMACs	for Table=		0	24	0.0
14	4	Total NMACs	for Table=		0	256	0.0
15	3	Total NMACs	for Table=		0	148	0.0
15	4	Total NMACs LL515WZL.605		05 84	21	2880	0.73
		LL515WZL.605	4283 18 5543 3				
16	3	Total NMACs	for Table=		0	0	0.0
16	4	Total NMACs	for Table=		1	2984	0.039
		LL616WZL.605		100.0	_		
17	3	Total NMACs	for Table=		0	176	0.0
17	4	Total NMACs			14	5564	0.259
		LL717XZL.605	2732 . 14	100.0			
18	3	Total NMACs	for Table=	. •	0	0	0.0
18	4		for Table=		17	5508	0.319
		LL818YZL.605 LL818YZH.605		70.6% 29.4%			
19	3	Total NMACs	for Table=		0	570	0.0
19	4	Total NMACs	for Table-		36	9016	0 455
	-	LL919YZH.605	2883 11	30.6%	30	8016	0.459
		LL919YZH.605	7162 25	69.4%			
				TOTAL	639		



0	3680.0	•	<b>~</b>
400.	-20.0		[NXR
ALIM	0.0		020
- 25.0	0.15	RA)   CL	(DFD)   DES @50 [NXRA]
.0 TAUV	00.00 (0	650 [NX	@48 (DE
TAUR = 25	(0.0,5000.	AUV   DDES	AUV   POTRA
J = 5 ZTHR = 750.0	0.0 (-400.0, -400.0)	/с1: сь212сн, 2162022   т	A/C2:CL212EJZ, 2262122   TAUV   POTRA 648
	L = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	) = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0 0.0 (-400.0,-400.0) (0.0,5000.0) 0.00 0.15 0.0 -20.0 3680.0	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0 0.0 (-400.0,-400.0) (0.0,5000.0) 0.00 0.15 0.0 -20.0 3680.0 A/C1: CL212CH,2162022  TAUV   DDES @50 [NXRA]  CL @52

			056	
		3680.0	ICI	
NON_CROSSING_ENCOUNTER	300.0	0.0 (-400.0,-400.0) (0.0,5000.0) 0.00 0.15 0.0 -20.0		[NXRA]
SSINGE	ALIM .	0.0	<b>@54</b>	<b>@</b> 52
NON_CROS	20.0	0.15	A]   CL	) DES
82.53 h	TAUV -	00.0	(NXR)	(DFD)
82.	0.	6	e 52	650
7	20	, 5000.	DDES	POTRA
4 RH	TAUR	(0.0)	TAUV	TAUV
vs 6.0	0.009	-400.0)	64033	64133
123 6.04 RL VS 6.04 RH	ZTHR ==	-400.00.	120T, 21	2MR2, 22
123	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	.) 0.0	A/C1: CL212OT, 2164033   TAUV   DDES @52 [NXRA]   CL @54	A/C2:CL212MR2, 2264133   TAUV   POTRA 050 (DFD)   DES 052 [NXRA]

			656	
ITER		3680.0	l ici	
NON_CROSSING_ENCOUNTER	300.0	0.0 (-400.0,-400.0) (0.0,5000.0) 0.00 0.15 0.0 -20.0		[NXRA]
CROSSIN	ALIM	0.0	054	052
NON	20.0	.15	] CL	DES
82.53	rauv =	0 00	[NXRA	(DFD)
8	20.02	0 (0.0	3 652	₹ 650
RH	UR I	.0,500	I DDE	TOT !
6.04A	0 TA	0) (0	ITAUV	TAUV
RL VS	. 600.	, -400.	165044	265144
123 6.04A RL VS 6.04A RH	ZTHR =	(-400.0	212UZ, 2	12UZ2,2
123	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	0.0	A/C1: CL212UZ,2165044   TAUV   DDES @52 [NXRA]   CL	A/C2:CL212UZ2,2265144   TAUV   POTRA @50 (DFD)   DES @52 [NXRA]

Reit number: 123

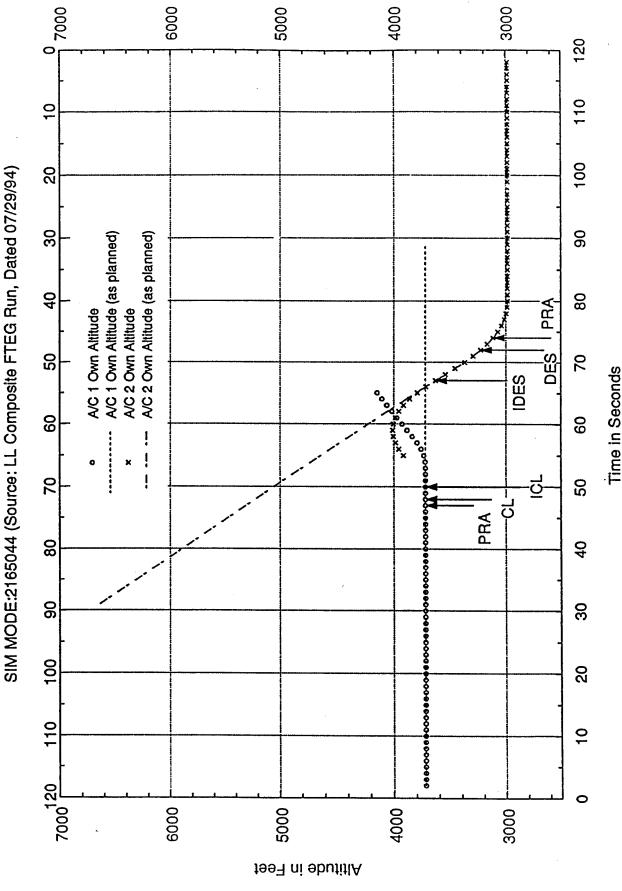
## NMAC Characterization

100% had pattern shown on attached plot
100% had planned separation = 0 ft
AC1 rates: 0, +/- 400 fpm
AC2 rates: 5000 fpm
AC1 accel: 0.0 g
AC2 accel: 0.15 g
AC2 accel time: CPA: 20 sec

# Performance Statistics (relate to whole class)

ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES

Data File Name=LL212OZL.605; REIT Number=1196



			@49	
			1 1.05	
COUNTER	400.0	3720.0	_	
SSINGEN	ALIM .	-20.0	046	051
NON_CROSSING_ENCOUNTER	25.0	0.0	AA]  LD1	RA]  LC1
. 60	TAUV .	0.25	(NX	[XX]
518	25.0	0.00	<b>6</b> 34	034
1196 6.02 RL VS 6.02 RH 2 518.60	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-500.0 (0.0,0.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0	A/C1: CL212CH, 2162022   TAUR   LD5 @34 [NXRA]   LD1 @46	A/C2:CL212EJ2,2262122  TAUR   LC5 034 [NXRA]   LC1
VS 6.0	750.0	0.0) (	62022	62122
6.02 RL	ZTHR =	(0.0,0.0)	212CH, 21	12EJ2, 22
1196	SL = 5	-500.0	A/C1: CL	A/C2;CL2

			<b>a</b> 50	53
				ල
			ICL	IDES
ጸ	ó	0.	A]_	A) [
UNI	300.	3720.0	INXR	(NXR
SNCC	#	.,		
NON_CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-500.0 (0.0,0.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0	A/C1: CL2120T, 2164033   RELZ   POTRA 647 (LVW)   CL 648 [NXRA]   ICL	A/C2:CL212MR2, 2264133   RELZ   POTRA 046 (DFD)   DES 048 [NXRA]   IDES 053
CROS	0.		占	DES
NO	20	0	_	_
			VW)	FD)
2 -48.15	rauv	0.25	1)	9
48	_	-	147	946
•	20.0	0.0	<b>8</b>	83
8	Ħ	=	POT	POT
	UR	0.0	_	
1196 6.04 RL VS 6.04 RH	TA	, 500	RELZ	RELZ
6.0	0.	0.0	<u>۔</u> ص	<u>ო</u>
ςΛ	909	_	403	413
RL	H	6.	216	226
04	HR	0,0	OI,	R2,
9	Z7	6	212	12M
9	4	0.	CI	CL2
119	ii .	-500	′c1:	,c2:
	SI	'	A/	Ą

1196	6.04A	RL	VS 6	.04A	RH	7	ŧ	48.15	NON	1196 6.04A RL VS 6.04A RH 2 -48.15 NON_CROSSING_ENCOUNTER	ENCOUNTE	æ	
L = 4	ZTHR =	9	0.0	TAU	# &	20.	0	TAUV =	20.0	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	300.0		
-500.0	(0.0,0.	6	0.0)	, 5000	6.0	0.0	0	0.25	0.0	-500.0 (0.0,0.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0	3720.0		
/c1: CL	212UZ, 2	1650	44	RELZ	P0	TRA	047	(LVW)	- CI	A/C1: CL212UZ, 2165044   RELZ   POTRA 647 (LVW)   CL 648 [NXRA]   ICL	[NXRA]	ICL	650
/C2:CL2	12UZ2.2	2651	44	RELZ	P0	TRA	<b>646</b>	(DFD)	DE	A/C2:CL212UZ2,2265144  RELZ   POTRA @46 (DFD)   DES @48 [NXRA]   IDES @53	[NXRA]	IDES	<b>e</b> 53

Reit number: 1196

## NMAC Characterization

 100% had pattern shown on attached plot

 60% had planned separation = -500
 ft

 AC1 rates:
 0, +/- 400
 fpm

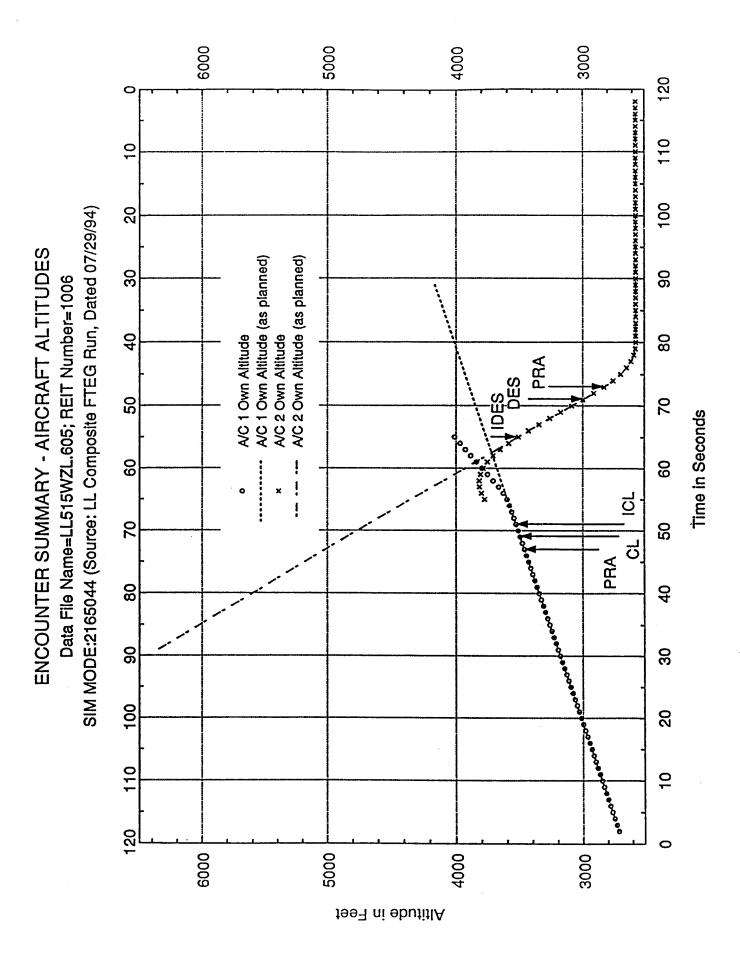
 96% had AC2 rate:
 5000
 fpm

 AC1 accel:
 0.0
 g

 94% had AC2 accel:
 0.25 or 0.35
 g

 96% had AC2 accel time CPA:
 2 0
 sec

# Performance Statistics (relate to whole class)



		3680		
NON_CROSSING_ENCOUNTER	- 400.0			[NXRA]
SSING	ALIM	0.0	049	046
NON_CROS	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-250.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0	A/C1: CL515CE, 2162022  PVMD   CL 646 [NXRA]   ICL 649	(DFD)   DES @46
12.99	TAUV	00.0	16 [N	
5 272.99	25.0	(0.000	e J	OTRA 64
	TAUR =	(0.0,5	VMD   C	ELZ   P(
1006 6.02 RL VS 6.02 RH	750.0	,1000.0)	162022  P	A/C2:CL515EG2,2262122   RELZ   POTRA @45
6.02 R	ZTHR =	(1000.0)	L515CE, 2:	515EG2, 2;
1006	SL = 5	-250.0	A/C1: C	A/C2:CL

			051	055
		3680.0	ICL	IDES
UNTER	0.00	0	NXRA]	NXRA]
NON_CROSSING_ENCOUNTER	ALIM = 3	-250.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0	(49 [	A/C2:CL515M02,2264133  TAUV   POTRA 647 (DFD)   DES 649 [NXRA]   IDES 655
NON_CROSS	20.0	0.35 (	10 l CL	)   DES
31.50	TAUV =	00.0	(VTT	(DFD
31	20.02	0.0)	RA 047	RA 047
ស	# E	.0,500	POT!	POT
.04 RH	o TA	0) (0	TAUV	TAUV
r vs 6	600	,1000.	164033	264133
6.04 R	ZTHR =	1000.0	1500, 2	5M02, 2;
1006 6.04 RL VS 6.04 RH	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-250.0 (	A/C1: CL5150Q, 2164033   TAUV   POTRA 047 (VTT)   CL 049 [NXRA]   ICL	A/C2:CL51

90	1006 6.04A RL VS 6.04A RH	RL VS	6.04A	2	ιΩ		31.50		NON	CROSSIN	31.50 NON_CROSSING_ENCOUNTER	ER	
	ZTHR =	600.0	TA	g	<b>5</b> 0	٥.	TAUV .		0.03	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	300.0		
	(1000.0	, 1000.	0)	·°.	5000.	6	00.0	0	25	0.0	-250.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 3680.0	0.089	
-	515XZ, 2	165044	I TAUV	_	POTRA	647	(VT)	<u>.</u>	5	049	A/C1: CL515XZ,2165044  TAUV   POTRA 047 (VTT)   CL 049 [NXRA]   ICL	ICI	<b>e</b> 51
	15XZ2, 2	265144	TAUV	_	POTRA	047	(DFC	~	DES	049	A/C2:CL515X22,2265144   TAUV   POTRA @47 (DFD)   DES @49 [NXRA]   IDES @55	IDES	65

Mitre encounter Class: 5 Re

Reit number: 1006

## NMAC Characterization

 20% had pattern shown on attached plot

 100% had planned separation = 250 ft

 AC1 rates:
 1000 fpm

 AC2 rates:
 5000 fpm

 AC1 accel:
 0.0 g

 AC2 accel:
 0.15, 0.25, 0.35 g

 80% had AC2 accel time CPA:
 2 0 sec

# Performance Statistics (relate to whole class)

SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) A/C 2 Own Altitude A/C 2 Own Altitude (as planned) A/C 1 Own Altitude (as planned) A/C 1 Own Altitude DES | | PRA **IDES** 걸 정 Altitude in Feet

Time in Seconds

**ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 

Data File Name=LL515WZL.605; REIT Number=1195

	,		650	054
	0.	-250.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0 3680.0	A/C1: CL515CE, 2162022  PVMD   POTRA 044 (FRM)   MCL 045 (NXRA)   ICL	A/C2:CL515EG2,2262122  PVMD   POTRA 043 (DFD)   DES 045 [NXRA]   IDES 054
CROSSING_ENCOUNTER	400	-20.0	XN] 9	NX.
ENC	ALIN	0.0	04	645
OSSIN	25.0	25	MCL	I DES
ន	1 2	. 0	(FRM)	(DFD)
06.39	TAI	0.0	44	43
.2	25.0	(0.000	OTRA @	OTRA @
==	AUR =	0.0,50	— —	— —
.02 R	0	6	HPVM	MAG!
S V J	750.	3000.	162022	262123
6.02 R	ZTHR =	3000.00	15CE, 2:	SEG2, 2:
1195 6.02 RL VS 6.02 RH 5 206.39	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-250.0 (	A/C1: CL5	A/C2:CL51

		0.08		IDES . 055
NTER	0.008	20.0 36		[NXRA]
ENCOU	ALIM	0.0	650	047
CROSSING	20.0	0.25	RA]   ICL	D) I DES
21.86	TAUV	0.00	47 [NX	45 (DE
1195 6.04 RL VS 6.04 RH 5 21.86 CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-250.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0 3680.0	A/C1: CL5150Q, 2164033  PVMD   MCL 647 [NXRA]   ICL 650	A/C2:CL515M02,2264133  PVMD   POTRA @45 (DFD)   DES @47 [NXRA]   IDES @55
VS 6.04 R	600.00 T	(0.000)	4033  PVM	4133  PVM
6.04 RL	ZTHR =	(3000.0,3	51500,216	15MO2, 226
1195	SL = 4	-250.0	A/C1: CL	A/C2:CL5

[NXRA] | IDES 055 0.0 -20.0 3680.0 CROSSING_ENCOUNTER TAUV = 20.0 ALIM = 300.0 647 020 A/C1: CL515XZ, 2165044 [PVMD | MCL 047 [NXRA] | ICL (DFD) | DES -250.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.25 21.86 A/C2:CL515X22, 2265144 |PVMD | POTRA 045 SL = 4 ZTHR = 600.0 TAUR = 20.0 വ 6.04A RL VS 6.04A RH 1195

Reit number: 1195

## NMAC Characterization

 15% had pattern shown on attached plot

 100% had planned separation = 250 ft

 AC1 rates:
 3000 fpm

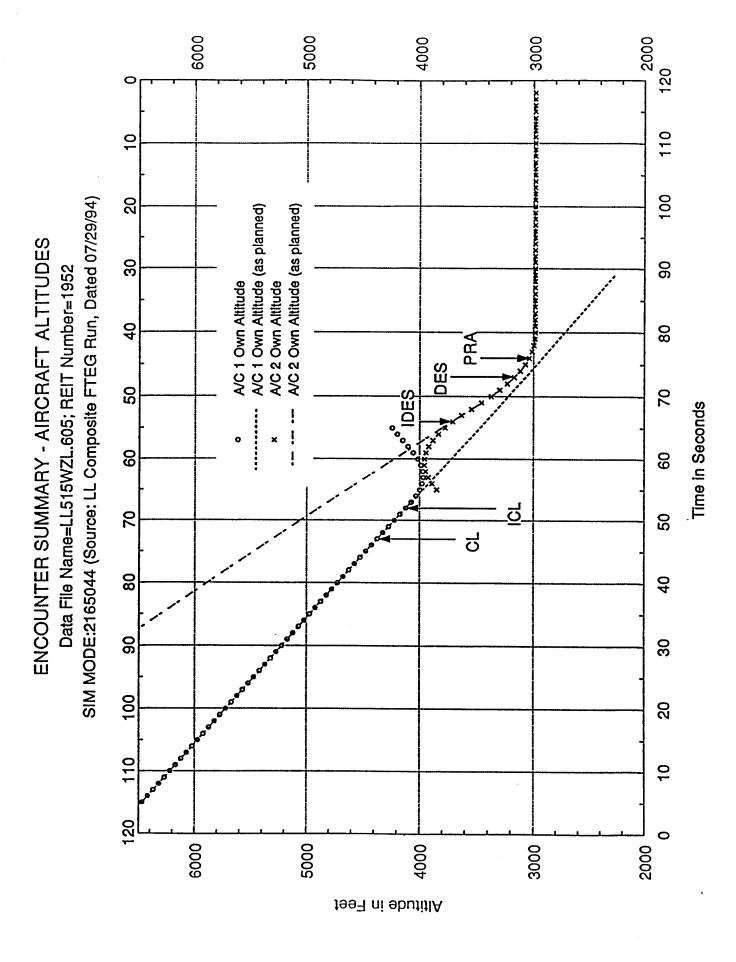
 AC2 rates:
 5000 fpm

 AC1 accel:
 0.0 g

 AC2 accel:
 0.25, 0.35 g

 AC2 accel time:
 CPA:

# Performance Statistics (relate to whole class)



SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0 -500.0 (-3000.0, -3000.0). (0.0,5000.0) 0.00 0.25 0.0 -20.0 A/C1: CL515CE, 2162022   TAUV   CL 645 [NXRA]   ICL 652 AA/C1: CL515EG2, 2262122   TAUV   POTRA 644 (DFD)   DES 645 [NXRA]			3720.0		
52	NCOUNTER	<b>400.0</b>	-20.0		[NXRA]
52	SINGE	ALIM	0.0	e52	045
52	ION_CROS	25.0	0.25	III ICE	DES
52 6.02 RL VS 6.02 RH 5 387. 5 ZTHR = 750.0 TAUR = 25.0 10.0 (-3000.0, -3000.0). (0.0,5000.0) 11. CL515CE, 2162022   TAUV   CL 645 12. CL515EG2, 2262122   TAUV   POTRA 644	. 83 N	TAUV =	00.00	[NXRA	(DFD)
52 6.02 RL VS 6.02 RH 5  5 ZTHR = 750.0 TAUR = 10.0 (-3000.0, -3000.0). (0.0, 1)  CL515CE, 2162022   TAUV   CL  CL515EG2, 2262122   TAUV   PO	387.	25.0	5000.0)	045	FRA 644
52 6.02 RI 5 ZTHR = 10.0 (-3000.0 11. CL515CE, 21	VS 6.02 RH 5	750.0 TAUR =	,-3000.0). (0.0,	.62022   TAUV   CL	:62122   TAUV   PO:
	52 6.02 RI	5 ZTHR =	0.00 (-3000.0	: CL515CE, 21	:CL515EG2, 22
SL = SL = -5050 A CL	19	SI	-50	A/C1	A/C2

		0		<b>@</b> 54
		3720.0		IDES
NON_CROSSING_ENCOUNTER	300.0	-20.0		a/c2.c1.515M02.2264133  TAUV   POTRA @44 (DFD)   DES @47 (NXRA)   IDES @54
SINGE	ALIM	0.0	052	647
ON_CROS	20.0	0.25	]   ICL	DES
98.41 N	TAUV =	00.0	[NXRA	(DFD)
98.	20.02	(0.000	647	RA 044
2	<b>E</b>	(0.0,5	_ Q	POT
04 RH	TAI	6.	TAUV	TAUV
vs 6.	600.0	-3000	54033	54133
1952 6.04 RL VS 6.04 RH	ZTHR =	-500.0 (-3000.0, -3000.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0	51500,216	15M02.226
1952	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-500.0	A/C1: CL51500,2164033  TAUV   CL 047 [NXRA]   ICL 052	5/10.00/ a

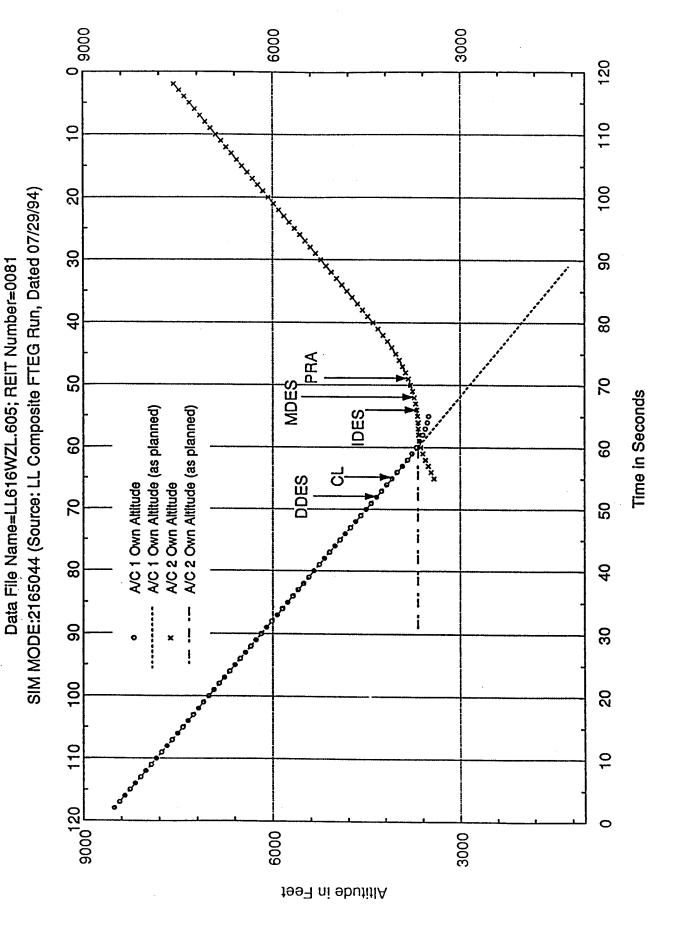
<b>4</b> A	RL VS	1952 6.04A RL VS 6.04A RH 5 98.41 NON_CROSSING_ENCOUNTER	က (	98.41	NON	ROSSING	ENCOUNT	K Ei
SL = 4 ZTHR = 600.0 TAUR = 20.0 IAUV = 20.0 ALIN - 300.0	2	TAUK	70.0	# AOMI		1.1100	>	
-500.0 (-3000.0,-3000.0) (0.0,5000.0) 0.00 0.25 0.0 -20.0	0.	0.0) (0	, 5000.0)	00.00	0.25	0.0	-20.0	3720.0
A/C1: CL515XZ, 2165044   TAUV   CL 647 [NXRA]   ICL	프	AUV I C	i. 647	[NXRA	] I ICL	e52		
2/C2.C1515X22.2265144   TAUV   POTRA @44 (DFD)   DES @47 [NXRA]   IDES @54	=	AUV I P	OTRA 644	(DFD)	DES	647	[NXRA]	IDES

Reit number: 1952

### NMAC Characterization

65% had pattern shown on attached plot
planned separation = -250, -500, -750 ft
AC1 rates: (76%)1000, (24%)3000 fpm
AC2 rates: (94%)5000, (6%)3000 fpm
AC1 accel: (6%) 0.15, (70%) 0.25, (24%) 0.35 g
AC2 accel time: CPA: (94%)20 or (6%) 25 sec

Performance Statistics (relate to whole class)



**ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 

		0.		053
		3680.0		IDES
COUNTER	400.0	0.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -20.0		A/C2;CL616EG2,2262122   TAUV   POTRA 049 (DFD)   MDES 051 [NXRA]   IDES 053
SINGEN	ALIM =	0.0	<b>e</b> 52	651
ON_CROS	25.0	0.15	] Cf	MDES
)3 N	rauv =	00.0	[NXRA	(DFD)
81 6.02 RL VS 6.02 RH 6 171.03 NON_CROSSING_ENCOUNTER	25.0 1	.0,0,0.	051	RA @49
Q	E	(-5000	LD2	POT!
02 RH	TAL	6.	RELZ	TAUV
VS 6.	750.0	,-5000	62022	62122
R.	N	0.0	21	. 22
6.02	ZTHR	(-500	,616CE,	16EG2,
81	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0.0	A/C1: CL616CE, 2162022   RELZ   LD2 @51 [NXRA]   CL	A/C2;CL6

		3680.0		A/C2:CL616M02,2264133   TAUV   POTRA 649 (VTT)   MDES 652 [NXRA]   IDES 654
NON_CROSSING_ENCOUNTER	300.0	0.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -20.0		[NXRA]
SING EN	ALIM -	0.0	055	052
N CROS	20.0	0.15	CI	MDES
	AUV =	0.00	[NXRA]	(VTT)
90.58	T 0.0	(0.0,0	<b>e</b> 52	4 649
ø	R # 2(	-5000.	DDES	POTR
04 RH	TAU	) (0.0	ITAUV	ITAUV
L VS 6.	600.0	0,-5000	164033	264133
81 6.04 RL VS 6.04 RH	ZTHR =	(-5000.	1600, 2	.6M02, 2:
81	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	0.0	A/C1: CL6160Q, 2164033   TAUV   DDES @52 [NXRA]   CL	A/C2:CL61

		3680.0		S @54
ጸ		36		IDE
NON_CROSSING_ENCOUNTER	300.0	-20.0		[NXRA]
ROSSING	ALIM .	0.0	<b>e</b> 55	<b>e</b> 52
NON	20.0	0.15	] CL	MDES
90.58	rauv =	00.0	[NXRA	(VTT)
9	20.0	0.0,0.0	ES 652	TRA 649
81 6.04A RL VS 6.04A RH 6 90.58	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	0.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -20.0	A/C1: CL616XZ, 2165044   TAUV   DDES @52 [NXRA]   CL	A/C2:CL616XZ2.2265144   TAUV   POTRA @49 (VTT)   MDES @52 [NXRA]   IDES @54
RL VS	. 600.0	0, -5000	165044	265144
6.04A	ZTHR -	(-5000.	L616XZ, 2	616XZ2.2
81	SL = 4	0.0	A/C1: C	A/C2:CI(

Reit number: 81

## NMAC Characterization

 29% had pattern shown on attached plot

 100% had planned separation = 0 ft

 AC1 rates:
 -5000 fpm

 AC2 rates:
 0.0 fpm

 AC1 accel:
 0.0 g

 AC2 accel:
 0.15 g

 AC2 accel time:
 20 sec

# Performance Statistics (relate to whole class)

SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL616WZL.605; REIT Number=5863 PRA DĘS Time in Seconds IDES-걸 겅 A/C 1 Own Altitude (as planned) A/C 2 Own Altitude (as planned) A/C 2 Own Altitude A/C 1 Own Altitude PRA ဓ္ဗ Altitude in Feet

				æ
		7520.0		IDES
NTER	400.0	0.0 (5000.0,5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -30.0		[XRA]
ENCO	ALIM	0.0	658	042
CROSSING_ENCOUNTER	25.0	0.15	- MCL	DES
6 469.11 C	TAUV =	0.00	[XRA]	(DFD)
469.	2.0	0.0	043	A @39
	ÚR = 2	5000.0,	- 13	POTR
.02 RH	TA	-	PVMD	PVMD
08 e	750.0	5000.0	52022	52122
R	H	0	21(	22(
6.02	ZTHR	(5000	616CE,	16EG2,
5863 6.02 RL VS 6.02 RH	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0.0	A/C1: CL616CE, 2162022  PVMD   CL 043 [XRA]   MCL 058	A/C2;CL616EG2,2262122   PVMD   POTRA @39 (DFD)   DES @42 (XRA)   IDES @

CCCC CONTENT O 444.30 CKCSSING_ENCOUNTER  CCCC CKCSSING_ENCOUNTER  CCC CKCSSING_ENCOUNTER  CCC CKCSSING_ENCOUNTER
SL = 3 ZIRK = 600.0 TAUK = 25.0 TAUV = 25.0 ALIM = 350.0
0.0 (5000.0,5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -30.0
A/C1: CL61600, 2164033   PVWD   CL · 043 [XRA]   MCL 058
A/C2:CL616M02,2264133   PVMD   POTRA 041 (DFD)   DES 043 [XRA]   IDES 04

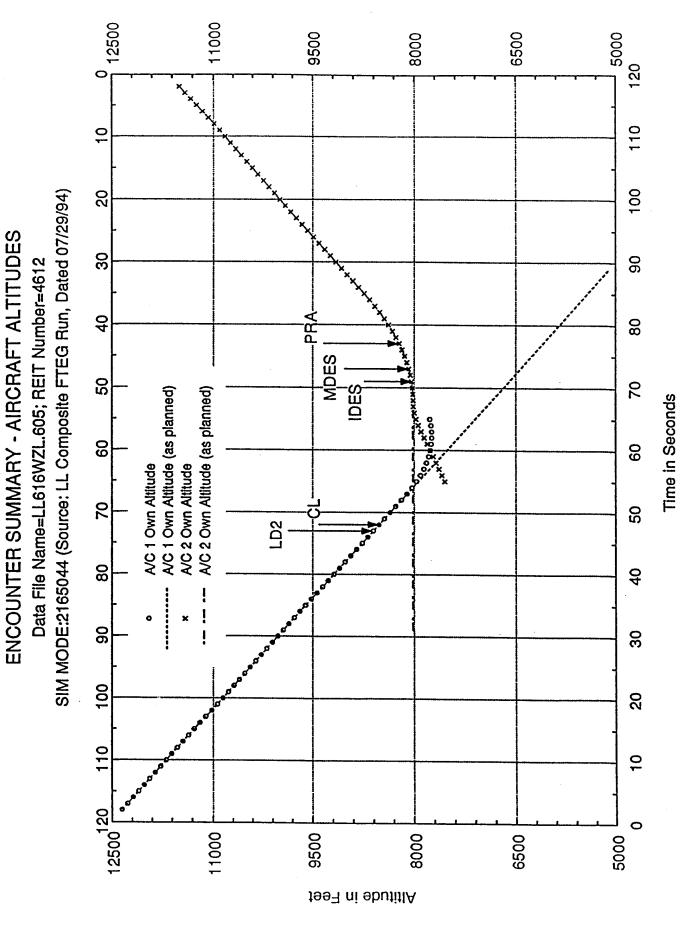
			055	655
		7520.0	l ICL	IDES
CROSSING_ENCOUNTER	= 300.0	-30.0	053 [XRA]   ICL	[XRA]
INGEN	ALIM	0.0	e53	653
CROSS	25.0	0.15	- G	DES
22.51	TAUV =	0.00	(éft)	(6FT)
5863 6.04A RL VS 6.04A RH 6	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 300.0	0.0 (5000.0,5000.0) (~5000.0,0.0) 0.00 0.15 0.0 -30.0 7520.0	A/C1: CL616XZ, 2165044   TAUR   POTRA @34 (6FT)   CL	A/C2:CL616X22,2265144   TAUR   POTRA 034 (6FT)   DES 053 [XRA]   IDES 055
6.04A RL VS 6	ZTHR = 600.0	(5000.0,5000.0)	.616XZ,2165044	16XZ2,2265144  1
5863	SL = 5	0.0	A/C1: CI	A/C2:CL6

Reit number: 5863

## NMAC Characterization

Sec (evenly distributed) fpm fpm 5000 (10%) -3000, (90%) -5000 AC2 accel: (80%) 0.15, (20%) 0.35 AC2 accel time: CPA: 20, 25, or 30 71% had pattern shown on attached plot 100% had planned separation = AC2 rates: AC1 rates: AC1 accel:

# Performance Statistics (relate to whole class)



		7520.0		IDES 64
NON_CROSSING_ENCOUNTER	400.0	-25.0		(DFD)   MDES @43 [NXRA]   IDES @4
SINGEN	ALIM =	0.0	048	@43
ON_CROS	25.0	0.15	г Г	MDES
	AUV =	00.0	[NXRA]	(DFD)
515.4	5.0	(0.0,0	@43	1 642
Q	UR = 2!	(-5000.	1 102	POTR
.02 RH	AT 0	(0.0)	RELZ	RELZ
9 S 7	750.	005-70	62022	62122
6.02 R	ZTHR =	(-5000.(	51 6CE, 21	16EG2, 22
4612 6.02 RL VS 6.02 RH 6 515.43	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-500.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -25.0	A/C1: CL616CE, 2162022   RELZ   LD2 @43 [NXRA]   CL	A/C2:CL616EG2,2262122  RELZ   POTRA 042

4612 6.04 RL VS 6.04 RH 6 -725.09	6.04	RL	V.S	6.04	RH	ဖ	1	725.0	6	CROSSIN	CROSSING_ENCOUNTER	NTER		
ii S	ZTHR	ĸ	900	0.	TAU	ll oc	25.(		AUV =	25.0	ALIM	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0		
-500.0	(~5000	0.0	50	0.00	· ·	-500(	0.0,0	0.0	00.00	0.15	0.0	-500.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -25.0	7520.0	0.0
'C1: CL	61600,	216	5403	3 R	ELZ	DES	<b>6</b> 0	47	[XRA]	A/C1: CL61600,2164033  RELZ   DES @47 [XRA]   MDES @56	S 056			
C2:CL6	16M02,	226	5413	3	AUV	POT	TRA (	43	(VTT)	-	R47	A/C2:C1616M02,2264133   TAUV   POTRA 043 (VTT)   CI. 047 [YPA]   TCI A	101	œ

		٥.		@49
		7520.0		IDES
CROSSING_ENCOUNTER	350.0	-500.0 (-5000.0,-5000.0) (-5000.0,0.0) 0.00 0.15 0.0 -25.0		(VII)   MDES 647 [NXRA]   IDES 649
ING_ENC	ALIM -	0.0	<b>648</b>	647
CROSS	25.0	0.15	CF —	MDES
18.15	rauv =	00.00	[NXRA]	(VTT)
4612 6.04A RL VS 6.04A RH 6	25.0	0.0,0.0	2 647	TRA 043
ta rh	PAUR =	(~200	OI   Zi	JV PO
s 6.04	0.	(0.00	4   REI	4   TAU
RL V	009	0, -50	16504	26514
6.04A	ZTHR =	(-5000.	316XZ, 2	.6XZ2,2
4612	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	-500.0	A/C1: CL616XZ,2165044 [RELZ   LD2 047 [NXRA]   CL	A/C2:CL616XZ2, 2265144   TAUV   POTRA 043

Reit number: 4612

## NMAC Characterization

ft (evenly distributed) fpm fpm 100% had pattern shown on attached plot
-4 separation = -250, -500
-5000
-5000 AC2 accel: (17%) 0.15, (50%) 0.25, (33%) 0.35 AC2 accel time: CPA: (83%) 20, (17%) 25 AC1 accel:

# Performance Statistics (relate to whole class)

of NMACs were non-crossing of RAs were non-crossing 82% 63%

SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** ဗ္ဗ Data File Name=LL717XZL.605; REIT Number=2538 ರ DES PRA A/C 1 Own Altitude (as planned) A/C 2 Own Altitude (as planned) A/C 2 Own Altitude A/C 1 Own Altitude 1997 ni ebutitlA

3700.0 -370.75 NON_CROSSING_ENCOUNTER ALIM = 400.0 0.0 (0.0,5000.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -20.0 **e**55 020 25.0 [NXRA] | DES [NXRA] | CL TAUV -**@4**8 649 TAUR = 25.0 A/C1: CL717CF, 2162022 | TAUV | LC2 A/C2:CL717EF2, 2262122 | TAUV | LD1 6.02 RL VS 6.02 RH ZTHR = 750.0 2538

0.0 (0.0,5000.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -20.0 3700.0 [NXRA] [NXRA] ALIM = 300.0 CROSSING ENCOUNTER 653 053 (FRM) | DES TAUV = 20.0 (FRM) | CL -35.39 A/C1: CL7170, 2164033 | TAUV | POTRA @50 A/C2:CL7170P2, 2264133 | TAUV | POTRA @50 ZTHR = 600.0 TAUR = 20:0 ~ 6.04 RL VS 6:04 RH 2538

[NXRA] [NXRA] CROSSING_ENCOUNTER ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0 0.0 (0.0,5000.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -20.0 **e**53 653 (FRM) | DES (FRM) | CL -35.39 A/C1: CL717WZ, 2165044 | TAUV | POTRA @50 A/C2:CL717YZ2, 2265144 | TAUV | POTRA @50 ~ 6.04A RL VS 6.04A RH SL = 4

Reit number: 2538

NMAC Characterization

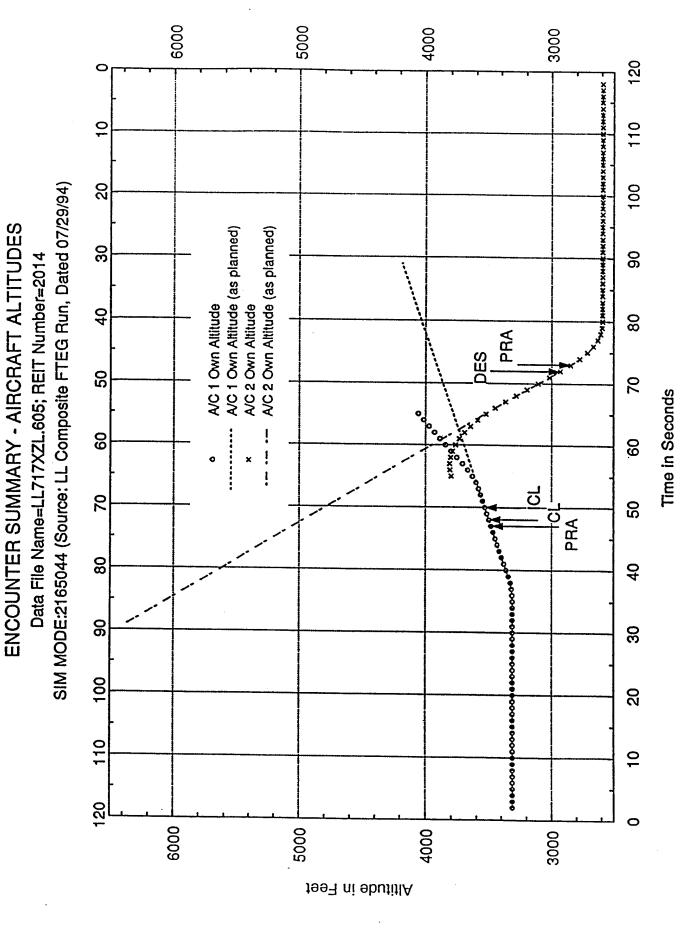
100% had pattern shown on attached plot 100% had planned separation =

fpm fpm 5000-3000,-5000 AC2 rates: AC1 rates:

 $\begin{array}{c} 0.15 \\ -0.05 \\ 20 \end{array}$ AC1 accel: AC2 accel:

AC2 accel time: CPA:

Performance Statistics (relate to whole class)



			656	
UNTER	0.001	3700.0	LD2	
NON_CROSSING_ENCOUNTER	ALIM - 4	-20.0	644	045
N_CROSS	25.0	-25.0	l LD1	[NXRA]   LC2 045
	AUV =	0.35	[NXRA]	[NXRA]
658.58	5.0 1	0.15	<b>@34</b>	@3 <b>4</b>
02 RH 7	TAUR = 2	(0.0,5000.0)	TAUR   LD5	TAUR   LC5
2014 6.02 RL VS 6.02 RH	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-250.0 (0.0,1000.0) (0.0,5000.0) 0.15 0.35 -25.0 -20.0 3700.0	A/C1: CL717CF, 2162022   TAUR   LD5 @34 [NXRA]   LD1 @44	A/C2:CL717EF2,2262122   TAUR   LC5 634
2014	SL = 5	-250.0	A/C1: C1	A/C2:CL

		3700.0		
저 자	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0			
Z S	N.	0.		
2014 6.04 RL VS 6.04 RH 7 -475.41 CROSSING_ENCOUNTER	ALIM	-250.0 (0.0,1000.0) (0.0,5000.0) 0.15 0.35 -25.0 -20.0		A/C2:CL717OP2, 2264133   TAUV   CL 647 [XRA]   ICL 649
a,	0	5.0		CF
OSS	20.	-2		H —
Š	11	35	Ę.	[8]
	3	0	Σ	X
.41	E	2	_	_
-47	0	0.1	047	0.4
•	20	6	ທ	
7	Ħ	00	DE	CL
E	AUR	, 50	>	_ >
4. X	H	0.0	TAU	TAU
0.9	0	~	<u>ო</u>	<u>რ</u>
AS A	009	6.0	3403	5413
Z	Ħ	000	216	226
0.4	IHR	.0,1	170,	DP 2,
Ó	2.	9	CL7	7170
14	4	0.0		CL
20	SI. =	-25	A/C1: CL7170, 2164033   TAUV   DES 647 [XRA]	A/C2

NXRA]
648
DES
(DED)
TRA 647
A/C2:CL7117X22,2265144  TAUV   POTRA 647 (DFD)   DES 648 [NXRA]
265144
717YZ2,2
A/C2:CL

Reit number: 2014

#### NMAC Characterization

	ft	fpm	fpm	50	50	
2% had pattern shown on attached plot	= +/- 250	(60%) 5000 $(40%)$ 1000	$(60\%)\ 1000\ (40\%)\ 5000$	(80%) 0.15, (20%) 0.25	AC2 accel: (20%) 0.15, (20%) 0.25, (60%) 0.35	no distinct pattern
2% had pattern sho	planned separation	AC1 rates:	AC2 rates:	AC1 accel:	AC2 accel: (20%) 0.	AC2 accel time:

# Performance Statistics (relate to whole class)

± 5000 120 SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL717XZL.605; REIT Number=8982 PRA IDES DES A/C 1 Own Altitude (as planned) A/C 2 Own Altitude (as planned) DCL PRA A/C 2 Own Altitude A/C 1 Own Altitude Altitude in Feet

			047	649	
		0.0	DES	ICL	
NTER	0.00	750	(XRA)	(XRA)	
8982 6.02 RL VS 6.02 RH 7 -67.85 NON_CROSSING_ENCOUNTER	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	750.0 (0.0,5000.0) (0.0,-3000.0) 0.25 -0.35 -25.0 -20.0 7500.0	A/C1: CL717CF, 2162022   TAUV   POTRA @44 (FRM)   DCL @46 [NXRA]   DES   LDES @53	046 [NXRA]  ICL	
OSSIN	AI	5.0	I.		
ρ, Έ	5.0	1	ក្ត	당	
Š	0	35	_	_	
	<b>N</b>	0	(FRM)	(FRM)	
-67.85	O TP	0.25	@44 3	A/C2:CL717EF2,2262122   TAUV   POTRA 043 (FRM)   CL	
7	25.	0.0)	rauv   Potra 64   IDES 653	OTRA	
	II CC	300	- E	<u>~</u>	
EE.	TAU	,0.	wauv I	AUV	
.02	0	9	<del>-</del>	<u> </u>	
G G	50.	<u> </u>	)22	122	
Š	7	0.	95	621	
R	ĸ	500	, 21	, 22	
6.02	ZTHR	(0.0)	117CF	17EF2	
α	S	0.	CIC	CL7.	
868 8	SI =	750	A/C1:	A/C2 ((	

			047	@49
ENCOUNTER	350.0	750.0 (0.0,5000.0) (0.0,-3000.0) 0.25 -0.35 -25.0 -20.0 7500.0	A/C1: CL717WZ,2165044  TAUV   POTRA 044 (FRM)   DCL 046 [NXRA]   DES 047   IDES 053	A/C2:CL717YZ2.2265144   TAUV   POTRA 043 (FRM)   CL 046 [NXRA]   ICL 049
SOSSING	ALIM =	20.	<b>646</b>	046
NON CE	25.0	5 -25.(	l DCL	- 13
7.85	AUV =	-0.3	(FRM)	(FRM)
76	25.0 I	0) 0.25	78.8 644 653	TRA 043
8982 6.04A RL VS 6.04A RH 7 -67.85 NON_CROSSING_ENCOUNTER	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	(0.0, -3000	TAUV   POT	TAUV   PO
RL VS	600.0	(0.00	165044	265144
6.04A	ZTHR =	(0.0,50	717WZ,2:	17YZ2, 2;
8982	SL = 5	750.0	A/C1: CL	A/C2:C17

Reit number: 8982

#### NMAC Characterization

=250, 500, or 750 97% had pattern shown on attached plot

planned separation

AC1 rates: AC2 rates:

AC1 accel:

0.15, 0.25, 0.35 -0.15, -0.25, -0.35 (20, 25 or 30 sec before CPA) AC2 accel time varies: AC2 accel:

g (evenly distributed) g (evenly distributed)

fpm fpm

>=1000 <= -1000

# Performance Statistics (relate to whole class)

of NMACs were non-crossing of RAs were non-crossing %66 **%96** 

SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** A/C 1 Own Altitude (as planned) A/C 2 Own Altitude (as planned) Data File Name=LL818YZL.605; REIT Number=0641 A/C 1 Own Altitude A/C 2 Own Altitude Altitude in Feet

CROSSING_ENCOUNTER	0 ALIM = 400.0	-25.0 -25.0 3700.0	DES 051	(DFD)   CL 049 [NXRA]
	.tuv = 25.	0.15	[NXRA]   I	(DFD) I C
8 -285.17	25.0 TP	30.0 (0.00	)ES 649	
02 RH 8	TAUR =	(0.0, -500	RELZ   ME	RELZ   PC
641 6.02 RL VS 6.02 RH	SL = 5 2THR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0.0 (-3000.0,0.0) (0.0,-5000.0) 0.05 -0.15 -25.0 -25.0	A/C1: CL818CF, 2162022   RELZ   MDES 649 (NXRA)   IDES 651	A/C2;CL818EH2,2262122   RELZ   POTRA 048

**e**53 3700.0 [XRA] | ICL ALIM = 300.0 CROSSING_ENCOUNTER 0.0 (-3000.0,0.0) (0.0,-5000.0) 0.05 -0.15 -25.0 -25.0 651 [XRA] | MDES 061 A/C1: CL8180R, 2164033 | TAUV | POTRA 650 (FRM) | CL ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 77.21 A/C2:CL8180R2, 2264133 | RELZ | DES 652 ω 6.04 RL VS 6.04 RH SL = 4641

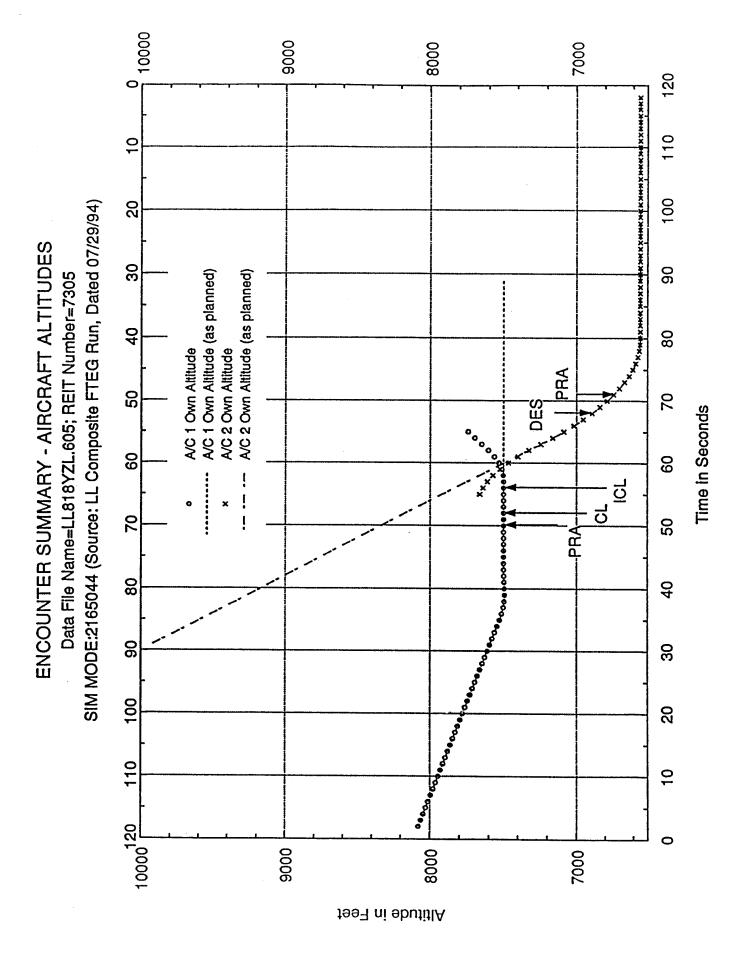
**e**53 [XRA] | ICL 3700.0 TAUY = 20.0 ALIM = 300.0 CROSSING ENCOUNTER 0.0 (-3000.0,0.0) (0.0,-5000.0) 0.05 -0.15 -25.0 -25.0 051 [XRA] | MDES 061 (FRM) | CL 77.21 A/C1: CL818WZ, 2165044 | TAUV | POTRA 650 @52 TAUR = 20.0 ω A/C2:CL818XZ2,2265144 |RELZ | DES 6.04A RL VS 6.04A RH ZTHR = 600.0 SL = 4641

Reit number: 641

#### NMAC Characterization

13% had pattern shown on attached plot
100% had planned separation = 0 ft
AC1 rates:
AC2 rates:
AC2 racel:
AC2 accel:
AC2 accel:
AC2 accel time: CPA:
2 5 sec

# Performance Statistics (relate to whole class)



NON_CROSSING_ENCOUNTER	- 400.0	.0 7500.0		[NXRA]
SINGE	ALIM :	-20	<b>056</b>	050
CROSS	5.0	-25.0	ICI	DES
	λ = 2	0.15	[NXRA]	(DFD)
248.72	0 TAI	0.15	@50 [NXRA]   ICL @56	@49
02 RH 8	TAUR = 25.	(0.00,5000.0)	PVMD   CL	TAUV   POTRA
7305 6.02 RL VS 6.02 RH 8 248.72	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0.0 (-1000.0,0.0) (0.0,5000.0) 0.15 0.15 -25.0 -20.0 7500.0	A/C1: CL818CF, 2162022   PVMD   CL	A/C2;CL818EH2,2262122   TAUV   POTRA 049 (DFD)   DES 050 [NXRA]
731	SI =	J	A/C1:	A/C2;

			656	
COUNTER	350.0	0.0 (-1000.0,0.0) (0.0,5000.0) 0.15 0.15 -25.0 -20.0 7500.0	A/C1: CL8180R, 2164033   TAUV   POTRA @50 (VTT)   CL @52 (NXRA)   ICL	(NXRA)
INGENC	ALIM =	-20.0	@52	652
NON_CROSSING_ENCOUNTER	25.0	-25.0	CI -	I DES
	AUV =	0.15	(VTT)	(DFD)
82.53	5.0 I	0.15	A @50	1 @49
œ	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	, 5000.0)	7   POTR	A/C2:CL8180R2,2264133   TAUV   POTRA 649 (DFD)   DES 652 [NXRA]
6.04 R	.o	(0.0	3 ITAU	3 ITAU
RL VS	009 =	.0,0.	216403	226413
7305 6.04 RL VS 6.04 RH	ZTHR	(-1000	L8180R,	3180R2,
7305	SL = 5	0.0	A/C1: C1	A/C2:CL

			<b>e</b> 56	
NON_CROSSING_ENCOUNTER	350.0	0.0 (-1000.0,0.0) (0.0,5000.0) 0.15 0.15 -25.0 -20.0 7500.0	@52 [NXRA]   ICL	[NXRA]
OSSING	ALIM =	-20.0	@52	e52
NON_CR	5.0	-25.0	CI	DES
82.53	W = 2	0.15	(VTT)	(DFD)   DES @52
82	O TA	0.15	020	
ω	. 25.	(0.0)	OTRA	OTRA
7305 6.04A RL VS 6.04A RH	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	(0.0,500	A/C1: CL818WZ, 2165044   TAUV   POTRA @50 (VTT)   CL	A/C2:CL818XZ2,2265144   TAUV   POTRA 049
RL VS	0.009	0.0,0	165044	65144
6.04A	ZTHR =	(-1000.	818WZ, 2:	18XZ2, 22
7305	SI = 5	0.0	A/C1: CL	A/C2:CL8

Mitre encounter Class: 8 Reit number:

7305

NMAC Characterization

23% had pattern shown on attached plot
100% had planned separation = 0 ft
AC1 rates: -1000, -3000 fpm
AC2 rates: 5000 fpm
AC2 accel: 0.5, 0.15, 0.25 g
AC2 accel: 0.15 g

Performance Statistics (relate to whole class)

1 5000 120 A/C 1 Own Altitude (as planned) A/C 2 Own Attitude A/C 2 Own Attitude (as planned) SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) A/C 1 Own Altitude Data File Name=LL818YZL.605; REIT Number=8712 PRA 占 당 IDES DES PRA Altitude in Feet

**ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 

NTER	0.0	0.0 (-1000.0,0.0) (0.0,-5000.0) 0.25 -0.15 -25.0 -20.0 7500.0		XRA]
NON_CROSSING_ENCOUNTER	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0 -20.0	956	A/C2:CL818EH2, 2262122   TAUV   POTRA 649 (DFD)   CL 650 [NXRA]
CROSS	2.0	-25.	IDES	C.
NON	V = 2	-0.15	NXRA] [	DFD)
8712 6.02 RL VS 6.02 RH 8 -248.72	O TAU	0.25	020	(d)
ω	. = 25.	5000.0)	DES	POTRA
02 RH	TAUF	- (0.0)	OWN	TAUV
, VS 6.	750.0	(0.0,	62022	62122
6.02 RI	ZTHR =	(-1000.0	318CF, 21	18ЕН2, 22
8712	SL = 5	0.0	A/C1: CL818CF, 2162022   PVMD   DES 050 [NXRA]   IDES 056	A/C2:CL8

			•	
UNTER	150.0	7500.0	NXRA]   IDES	[NXRA]
SING_ENCC	ALIM = 3	.0 -20.0	@52 (	652
NON_CROSSING_ENCOUNTER	25.0	0.15 -25	r)   des	(DFD)   CL 052
-82.53	O TAUV	0.25 -	850 (VT	
04 RH · 8	TAUR = 25.	(0.0,-5000.0)	TAUV   POTRA	TAUV   POTRA
8712 6.04 RL VS 6.04 RH 8 -82.53	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	0.0 (-1000.0,0.0) (0.0,-5000.0) 0.25 -0.15 -25.0 -20.0 7500.0	A/C1: CL8180R, 2164033   TAUV   POTRA @50 (VTT)   DES @52 (NXRA]   IDES	A/C2:CL8180R2, 2264133   TAUV   POTRA 649

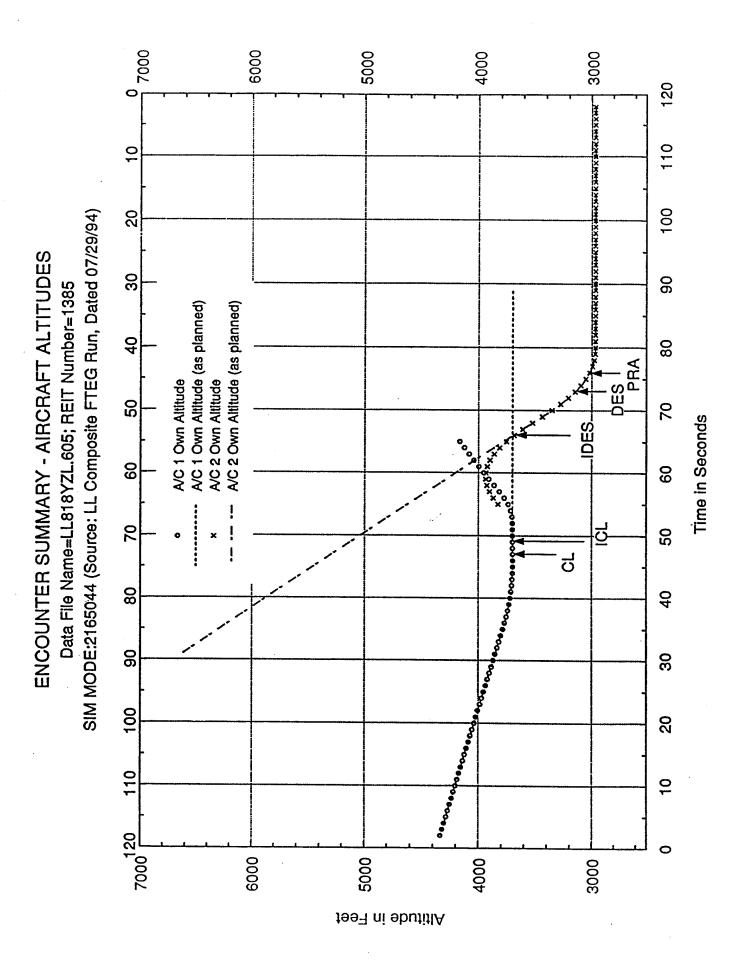
			956	
NON_CROSSING_ENCOUNTER	0.	0.0 (-1000.0,0.0) (0.0,-5000.0) 0.25 -0.15 -25.0 -20.0 7500.0	A/C1: CL818WZ,2165044   TAUV   POTRA @50 (VTT)   DES @52 (NXRA]   IDES @56	RA]
NG_ENC	1 = 350	-20.0	XN]	NX.
CROSSI	ALIN	5.0 -	@ 52	052
NON	25.0	5 -2	DES	- 5
-82.53	) 1	-0.1	(VTT)	(DFD)
	O TA	0.25	950	<b>6</b> 49
<b>&amp;</b>	<b>=</b> 25.	(0.000	POTRA	POTRA
8712 6.04A RL VS 6.04A RH	TAUR	(0.0,-5	TAUV	TAUV
RL VS	600.0	0.0,0	165044	265144
6.04A	ZTHR =	(-1000.	818WZ, 2:	18XZ2, 2
8712	SL = 5 2THR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	0.0	A/C1: CL	A/C2:CL818XZ2, 2265144   TAUV   POTRA 049 (DFD)   CL 052 [NXRA]

Reit number: 8712

#### NMAC Characterization

64% had pattern shown on attached plot
100% had planned separation = 0 ft
AC1 rates: -1000, -3000, -5000 fpm
-5000 fpm
-5000 fpm
-5000 AC2 rates: 0.05, 0.15, 0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
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-6000 AC2 accel: -0.15, -0.25 g
-6000 AC2 accel: -0.15, -0.25 g
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-6000 AC2 accel: -0.25 g
-6000 AC2 accel: -0.25 g
-6000 AC2 accel: -0.25 g
-6000 AC2 accel: -0.25 g
-6000 AC2 accel: -0.25 g
-6000 AC2 accel: -0.25 g

# Performance Statistics (relate to whole class)



1385	6.02	Z.	AS 6	. 02	RH		œ	817.4	NON Z	_crossi	1385 6.02 RL VS 6.02 RH 8 817.42 NON_CROSSING_ENCOUNTER	TER	
SL = 5	ZTHR	Ħ	750.	0	TAU	α	25.	0.	AUV = 2!	5.0 A	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	0.0	
-500.0	(-100	0.0	(0.0)	z	0.0	500	(0.00	0.05	0.25	-25.0	-500.0 (-1000.0,0.0) (0.0,5000.0) 0.05 0.25 -25.0 -20.0	3700.0	
A/C1: CL818CF,2162022   RELZ   LD5	818CF,	,21(	62022	<u> </u>	ELZ	_	.D5	<b>6</b> 38	@38 [NXRA]  DDES @45	DDES	045	15 -	@ 4 8
A/C2;CL8	18EH2,	, 22 (	62122	<u> </u>	ELZ	_	CL	640	A/C2;CL818EH2,2262122   RELZ   DCL 640 [NXRA]   DES 641	DES	041	) DCI	651

				354
	0.0	3700.0		[NXRA]   IDES 054
CROSSING_ENCOUNTER	ALIM = 30	-20.0	649	047 [N
SSING	0.0	-25.0	ICL	DES
CRO	W = 2(	0.25	[NXRA]	(DFD)
39.36	.o TA	0.05	647	644
	SL = 4 ZIHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-500.0 (-1000.0,0.0) (0.0,5000.0) 0.05 0.25 -25.0 -20.0 3700.0	A/C1: CL818OR, 2164033   RELZ   CL 047 [NXRA]   ICL 049	A/C2:CL8180R2, 2264133   TAUV   POTRA 644 (DFD)   DES 647
5 6.04 1	0.00	0) (0.	33 (RE)	133   TA
1385 6.04 RL VS 6.04 RH	ZTHR = 6(	(-1000.0,0	3180R, 2164(	180R2, 2264]
1385	SL = 4	-500.0	A/C1: CL6	A/C2:CL81

				A/CO.CI.818XZO.2265144 [TAUV   POTRA 644 (DFD)   DES 647 [NXRA]   IDES 654
		0.0		ä
NTER	0.008	3700.0		(NXRA)
CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-500.0 (-1000.0,0.0) (0.0,5000.0) 0.05 0.25 -25.0 -20.0	649	647
SIN	A,	0	-	
CROS	0.0	-25	ICI	DES
	7	22	=	_
39.36	¥ MM		(NXR	(DFD)
κ.	Ħ	.05	7	4
	٥.	0	64	<b>6</b>
œ	20	6.	_	TRA
Ħ	*	000	CL	P0
A A	AUF	0,5	7	_
.04	EI	60	REI	TAU
S	0.	. 📻	4	4
爿	900	0.0	5504	5514
<b>н</b>	A	.0.0	21(	226
1385 6.04A RL VS 6.04A RH	ZTHR	(-100	A/C1: CL818WZ, 2165044   RELZ   CL 647 [NXRA]   ICL 649	18XZ2.
2	4	٥.	S	Ω. Σ
138	SI.	-500	A/C1:	A/C2

Reit number: 1385

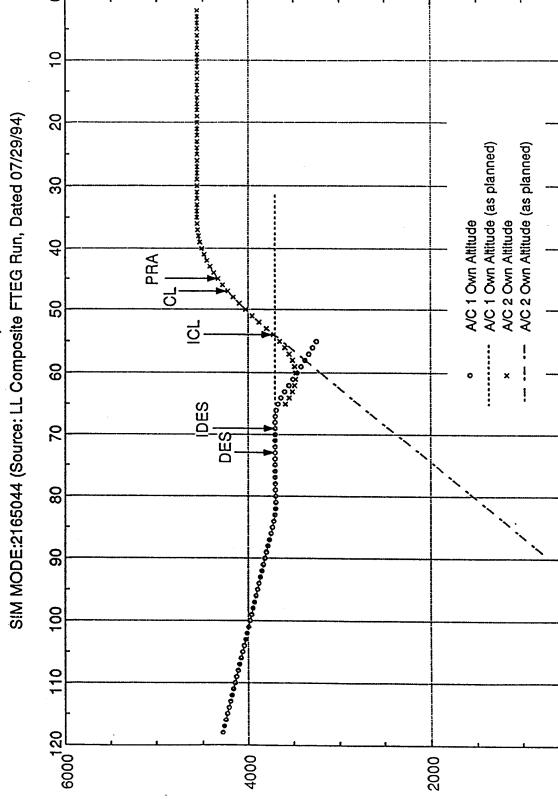
#### NMAC Characterization

g (evenly distributed) g (evenly distributed) fpm fpm AC2 rates: 0.05, 0.15, 0.25
AC1 accel: 0.15, 0.25
AC2 accel: 0.15, 0.25, 0.35
AC2 accel time: CPA: (93%) 20 or (7%) 25 -250, -500 planned separation = -250, -500AC1 rates : (80%) -1000, (20%) -300015% had pattern shown on attached plot

# Performance Statistics (relate to whole class)

ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES

Data File Name=LL818YZL.605; REIT Number=2655



ဗ္ဗ

Time in Seconds

Altitude in Feet

TER	0.	3700.0		
2655 6.02 RL VS 6.02 RH 8 -508.13 NON_CROSSING_ENCOUNTER	ALIM = 400	500.0 (-1000.0,0.0) (0.0,-5000.0) 0.15 -0.15 -25.0 -25.0	652	045
CROSS	5.0	-25.	IDES	
NON	7 # 2	-0.15	VXRA]	XXRA]
08.13	TAU	0.15	42 [1	44 [1
8 -5	25.0	(0.00	<b>ES</b> 6	DES
RH	TAUR	0.0,-50	d   ZTS	a i zis
. 02	0	٥	<u> </u>	<u>~</u>
o sa	750.	(0.0)	62022	62122
.02 RL	THR =	1000.0	8CF, 21	ЕН2, 22
2655 6	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	500.0 (-	A/C1: CL818CF, 2162022   RELZ   DES 642 [NXRA]   IDES 652	A/C2;CL818EH2,2262122  RELZ   DDES 044 [NXRA]   CL

				054
ጽ	0.00	500.0 (-1000.0,0.0) (0.0,-5000.0) 0.15 -0.15 -25.0 -25.0 3700.0		A/C2:CL8180R2, 2264133   TAUV   POTRA 645 (DFD)   CL 647 [NXRA]   ICL 654
CROSSING_ENCOUNTER	ALIM = 3	.0 -25.0	051	647
SSING	0.0	-25	IDES	CL
CRO	X = 2	-0.15	[nxra]	(DFD)
-38.78	0 TAI	0.15	647	645
ω	20.	5000.0)	DES	POTRA
04 RH	TAUR	(0.0,-	RELZ	TAUV
vs 6.	600.0	(0.0)	64033	64133
2655 6.04 RL VS 6.04 RH 8 -38.78	ZTHR =	(-1000.0	3180R, 21	180R2, 22
2655	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0	A/C1: CL8180R, 2164033   RELZ   DES 647 [NXRA]   IDES 651	A/C2:CL8

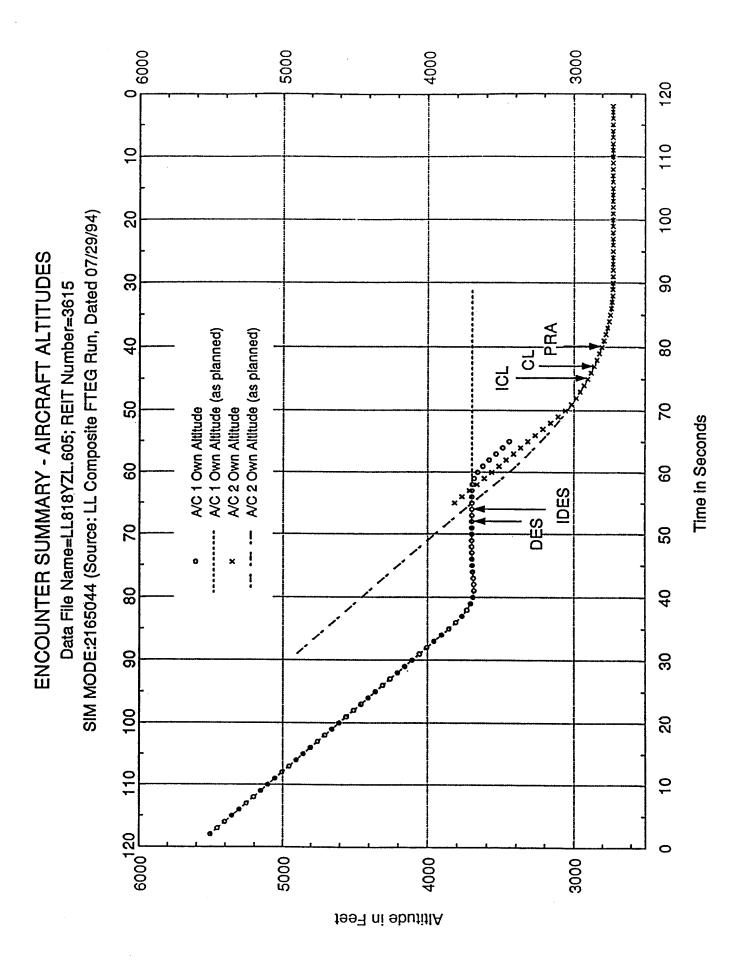
**e**54 [NXRA] | ICL 3700.0 CROSSING_ENCOUNTER SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0 500.0 (-1000.0,0.0) (0.0,-5000.0) 0.15 -0.15 -25.0 -25.0 047 A/C1: CL818WZ, 2165044 | RELZ | DES 647 [NXRA] | IDES 651 (DFD) | CL -38.78 A/C2:CL818XZ2, 2265144 | TAUV | POTRA 045 œ 6.04A RL VS 6.04A RH 2655

Reit number: 2655

#### NMAC Characterization

80% had pattern shown on attached plot
-500, -750 ft
planned separation = <= -1000 fpm
AC1 rates:
AC2 rates:
AC2 accel:
AC2 accel:
AC2 accel time: CPA:(67%) 20, (22%) 25, (11%) 30 sec

# Performance Statistics (relate to whole class)



				045
NON_CROSSING_ENCOUNTER	400.0	250.0 (-3000.0,0.0) (0.0,3000.0) 0.25 0.05 -25.0 -30.0 3700.0		A/C2; CL818EH2, 2262122   TAUR   POTRA 034 (LVW)   DES 035 [NXRA]   LC1 045
SINGEN	ALIM =	-30.(	647	035
CROS	5.0	-25.(	LD2	DES
NON	υ 1	0.05	(NXRA)	(EVW)
822.04	0 TAI	0.25	<b>@</b> 34	<b>6</b> 34
3615 6.02 RL VS 6.02 RH 8 822.04	٨ = 25.	3000.0)	LD1	POTRA
02 RH	TAU	(0.0)	TAUR	TAUR
L VS 6.	750.0	(0.0,0	162022	:62122
6.02 R	ZTHR =	3000.	18CF, 21	.8ЕН2, 22
3615	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	250.0 (	A/C1: CL818CF, 2162022   TAUR   LD1 @34 [NXRA]   LD2 @47	A/C2;CL81

				@ 4
		0.007		l ICL
ITER	300.0	0		[XRA]
ENCOU	ALIM =	-30.	654	. @ 43
SSING	0.0	-25.0	IDES	C.
CRO	V = 2	0.05	[XRA]	(DFD)
82.28	0 TA	0.25	052	040
ω	= 20.	(0.000	DES	POTRA
04 RH	TAUR	(0.0)	RELZ	TAUR
VS 6.(	600.0	(0.0)	64033	64133
6.04 RL	ZTHR =	-3000.0	180R, 21	80R2, 22
3615 6.04 RL VS 6.04 RH 8 82.28 CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	250.0 (-3000.0,0.0) (0.0,3000.0) 0.25 0.05 -25.0 -30.0 3700.0	A/C1: CL818OR, 2164033   RELZ   DES 652 [XRA]   IDES 654	A/C2:CL8180R2,2264133   TAUR   POTRA 040 (DFD)   CL 043 [XRA]   ICL 04

045 [XRA] | ICL 3700.0 SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0 CROSSING ENCOUNTER 250.0 (-3000.0,0.0) (0.0,3000.0) 0.25 0.05 -25.0 -30.0 @43 [XRA] | IDES 054 (DFD) | CL 82.28 **e**52 A/C2:CL818XZ2,2265144 | TAUR | POTRA 040 ω A/C1: CL818WZ, 2165044 | RELZ | DES 6.04A RL VS 6.04A RH 3615

Reit number: 3615

#### NMAC Characterization

 2% had pattern shown on attached plot

 100% had planned separation = 250
 ft

 AC1 rates:
 3000,5000
 fpm

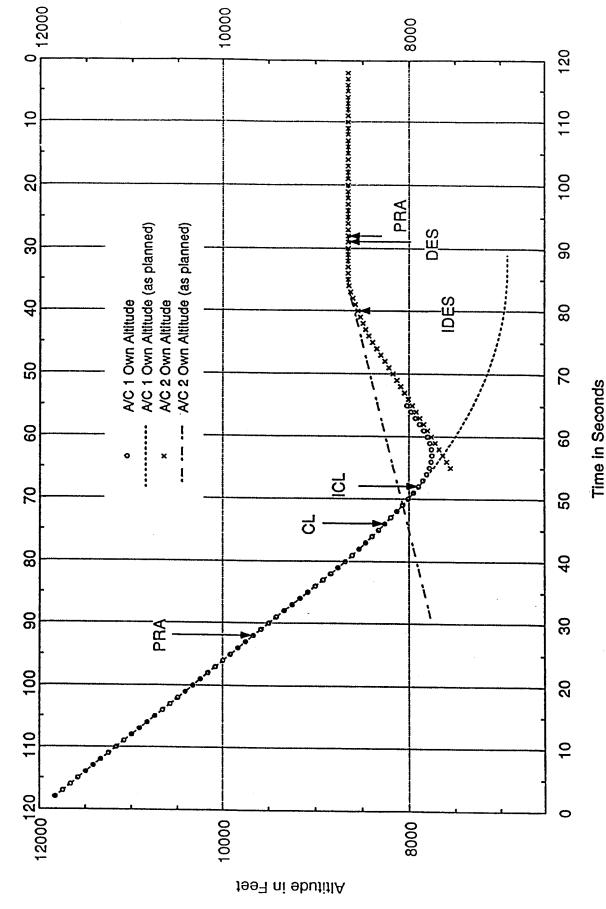
 AC2 rates:
 0.15,0.25
 g

 AC2 accel:
 0.05
 g

 AC2 accel time:
 CPA:
 30
 sec

# Performance Statistics (relate to whole class)

SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL818YZH.605; REIT Number=4970



[NXRA] | DES ALIM - 400.0 CROSSING_ENCOUNTER -750.0 (-5000.0,0.0) (0.0,-1000.0) 0.05 -0.35 -25.0 -25.0 A/C1: CL818CF, 2162122 |PVMD | POTRA 050 (DFD) | MDES 053 TAUV = 25.0 [NXRA] -767.67 **@**52 ZTHR = 750.0 TAUR = 25.0 A/C2:C1818EH2, 2262022 | PVMD | LD2 ω 6.02 RH VS 6.02 RL SI = 5 4970

@ **61** 

7500.0 ALIM - 400.0 CROSSING_ENCOUNTER (0.0,-1000.0) 0.05 -0.35 -25.0 -25.0 25.0 TAUV --749.99 25.0 ထ ZTHR = 750.0 TAUR = A/C1: CL8180R, 2164133 NO RAS 6.04 RH VS 6.04 RL -750.0 (-5000.0,0.0)

A/C2:CL8180R2, 2264033 NO RAS

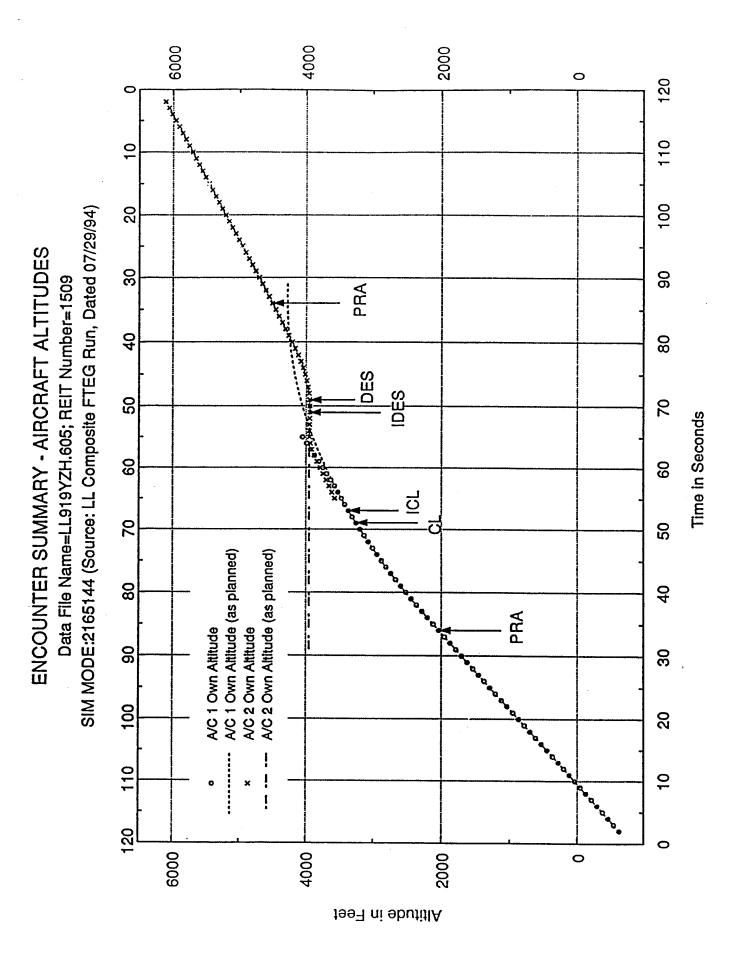
**e52** [NXRA] | IDES [NXRA] | ICL CROSSING_ENCOUNTER ALIM = 400.0 -750.0 (-5000.0,0.0) (0.0,-1000.0) 0.05 -0.35 -25.0 -25.0 046 @29 (LVW) | DES 30.0 (DFD) | CL TAUV = 65.99 A/C1: CL818WZ, 2165144 | TAUR | POTRA 028 A/C2:CL818XZ2, 2265044 | TAUR | POTRA @28 ZTHR = 600.0 TAUR = 30.0 ω 6.04A RH VS 6.04A RL SI = 64970

Reit number: 4970

#### NMAC Characterization

3% had pattern shown on attached plot
100% had planned separation = .750 ft
AC1 rates:
AC2 rates:
AC2 rates:
AC1 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC3 accel:
AC40%) 25, (60%) 30 sec

# Performance Statistics (relate to whole class)



TER	400.0	0 3700.		
CROSSING_ENCOUNTER	ALIM	-20.	657	054
SSING	5.0	-25.0	038 [XRA]   LD2 057	IDES
CRC	(1)	15	_	_
	AUV =	•	[XRA	[XRA
9 898.37	E	-0.05	<b>6</b> 38	635
	25	6		"
Q	ı	0,0	C.	DE
R.L	TAUR	3000.	<del>-</del>	- OW
. 02	_	Ü	P	<u>4</u>
6	90.0	<u> </u>	22	22
5	7	0.0	621	620
2	2	· 0.	,21	, 22
6.02	ZTHR	(5000	919CF	19EH2
1509 6.02 RH VS 6.02 RL	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0	A/C1: CL919CF, 2162122   PVMD   CL	A/C2.CL919EH2, 2262022  PVMD   DES 035 [XRA]   IDES 054

	0.0	3700.0	- CI	
CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	-250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0 3700.0	047	050
SSING	0.0	-25.0	ICL	IDES
	υ <b>π</b> 2	0.15	[XRA]	[XRA]
9 312.08	0.0 TA	) -0.05	045 [XRA]   ICL 047	044
O	UR = 2	0.0,0.0	CT —	DES
.04 RL	TAI	(-300	PVMD	PVMD
9 SA	600.	0:0)	64133	64033
6.04 RH	ZTHR =	5000.0,	190R, 21	90R2, 22
1509 6.04 RH VS 6.04 RL	SL = 4	-250.0 (	A/C1: CL919OR, 2164133   PVMD   CL	A/C2:CL9190R2, 2264033   PVMD   DES 644 [XRA]   IDES 650

			e 53	e51
		0.	ICL	IDES
		700		
UNTER	300.0	e	[XRA]	[XRA]
CROSSING_ENCOUNTER	SL = 5 2THR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 300.0	-250.0 (5000.0,0.0) (-3000.0,0.0) -0.05 0.15 -25.0 -20.0 3700.0	A/C1: CL919WZ, 2165144   TAUR   POTRA @34 (DFD)   CL @51 [XRA]   ICL	(6FT)   DES @49 [XRA]   IDES @51
SIN	æ	0.		
CROS	5.0	-25	CL	DES
	2	Ŋ	_	-
.82	) 1	0.1	(DFD)	(6FT)
-27	T	05		
·	۰.	0	<b>634</b>	034
თ	25	0.0)	OTRA	OTRA
Ħ	# ~	0	ŭ	ŭ
1509 6.04A RH VS 6.04A RL 9 -27.82	TAUF	-3000.	TAUR	A/C2:CL919YZ2,2265044   TAUR   POTRA 034
S	0.	Ŭ	4	_
RH V	009	0.0)	6514	6504
Æ	Ħ	· 0	,21	22
6.04	ZTHR	(5000	919WZ	19722
S	Ŋ	٥.	CF	31.9
150	SL =	-250	A/C1:	A/C2:(

Reit number: 1509

#### NMAC Characterization

78% had pattern shown on attached plot
100% had planned separation = 5000 ft

AC1 rates: (7%) -3000, (93%) -5000 fpm

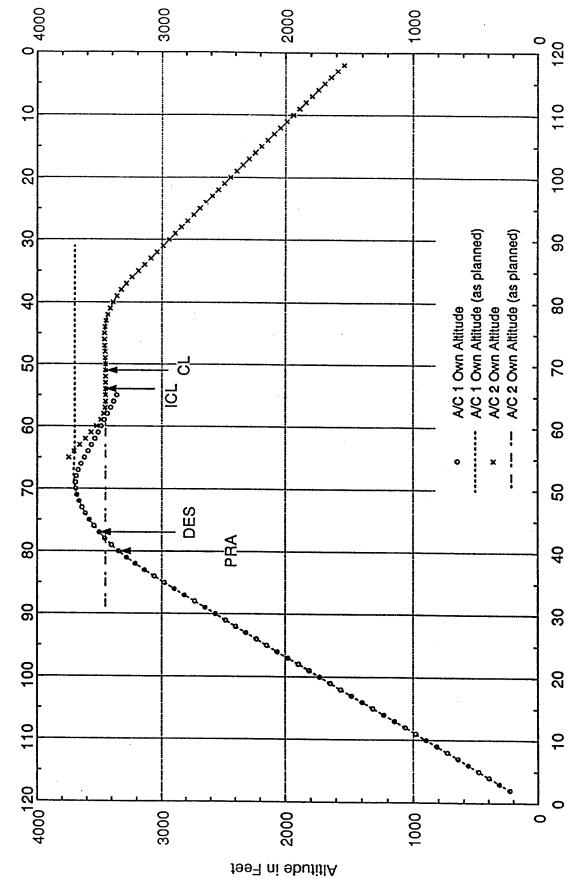
AC2 rates: -0.05, -0.15 g

AC2 accel: 0.05, 0.15, 0.25, 0.35 g

AC2 accel time: CPA: (50%) 20, (29%) 25, (21%) 30 sec

# Performance Statistics (relate to whole class)

5 20 SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 30 Data File Name=LL919YZH.605; REIT Number=3523 9 20 길 9 20 DES PŖA 8 90 <del>1</del>00



			e52	040	
9 -779.19 NON_CROSSING_ENCOUNTER	400.0	3700.0	[NXRA]   LC1	l ici	
	ALIM =	-25.0	035	639	
	25.0	-25.0	DES	[NXRA]   CL 039	
	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-0.15	(DFD)	[NXRA]	
		0.0) -0.15	POTRA 634	TAUR   MCL 034   LD1 054	
02 RL		(3000.0,	TAUR	TAUR     LD	
3523 6.02 RH VS 6.02 RL 9 -779.19	SL = 5 ZTHR = 750.0	250.0 (5000.0,0.0) (3000.0,0.0) -0.15 -0.15 -25.0 -25.0 3700.0	A/C1: CL919CF, 2162122   TAUR   POTRA @34 (DFD)   DES @35 [NXRA]   LC1	A/C2:CL919EH2, 2262022   TAUR   MCL 634   LD1 654	

ER	300.0	3700.0	[NXRA]	
CROSSING_ENCOUNTER	ALIM =	-25.0	043	<b>0</b> 54
	20.0	-25.0	(DFD)   DES @43 [NXRA]	ICT
9 -54.29 CF	AUV =	-0.15	(DFD)	[XRA]
	T 0.0	-0.15	A @40	051
Q	1 2	(0.0)	POTR	ij
04 RL	TAUR	(3000.0	TAUR	DWA
3523 6.04 RH VS 6.04 RL	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	250.0 (5000.0,0.0) (3000.0,0.0) -0.15 -0.15 -25.0 -25.0	A/C1: CL919OR, 2164133   TAUR   POTRA 640	A/C2:CL919OR2, 2264033   PVMD   CL @51 [XRA]   ICL @54
6.04	ZTHR	(5000.	.9190R,	190R2,
3523	SL = 4	250.0	A/C1: CI	A/C2:CL5

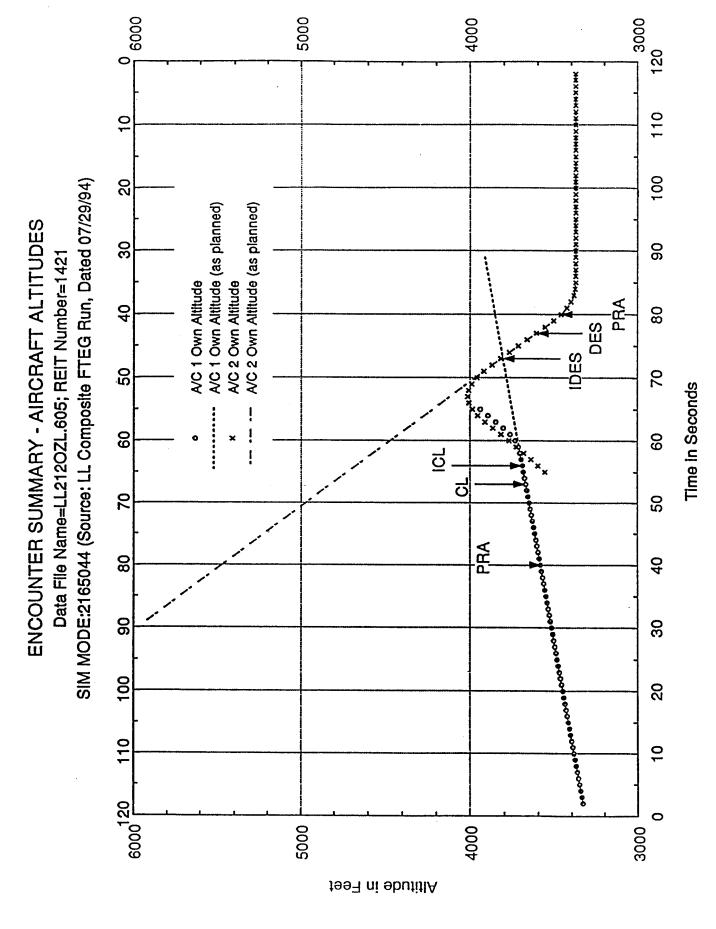
3700.0 [NXRA] SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0 CROSSING_ENCOUNTER 250.0 (5000.0,0.0) (3000.0,0.0) -0.15 -0.15 -25.0 -25.0 @**4**3 @54 A/C1: CL919WZ, 2165144 | TAUR | POTRA @40 (DFD) | DES [XRA] | ICL -54.29 651 A/C2:CL919YZ2, 2265044 | PVMD | CL 6.04A RH VS 6.04A RL 3523

Reit number: 3523

#### NMAC Characterization

22% had pattern shown on attached plot
planned separation = 250, +/- 500, 1000 ft
AC1 rates:
AC2 rates:
AC2 rates:
AC1 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
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AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:

# Performance Statistics (relate to whole class)



NON_CROSSING_ENCOUNTER ALIM = 400.0 0.0 -25.0 **e51** 051 [NXRA] | LD1 [NXRA] | LC1 TAUR = 25.0 TAUV = 25.0 -750.0 (400.0, 400.0) (0.0,3000.0) 0.00 0.25 674.97 034 **6**34 A/C2:CL212EJ2, 2262122 | TAUR | DES 12 A/C1: CL212CH, 2162022 | TAUR | CL 6.02 RL VS 6.02 RH ZTHR = .750.0 1421

**e**56 @47 [NXRA] | IDES 053 [XRA] | ICL NON_CROSSING_ENCOUNTER ALIM = 300.00.0 -25.0 643 (DFD) | DES 20.0 A/C1: CL2120T, 2164033 | TAUR | POTRA 640 (FRM) | CL -750.0 (400.0, 400.0) (0.0,3000.0) 0.00 0.25 TAUV --25.63 A/C2:CL212MR2,2264133 | TAUR | POTRA 040 TAUR = 20.0 12 6.04 RL VS 6.04 RH 4 ZTHR = 600.01421

@47 [NXRA] | IDES [XRA] | ICL NON_CROSSING_ENCOUNTER TAUV = 20.0 ALIM = 300.0 0.0 -25.0 **e**53 @43 A/C2:CL212UZ2,2265144 | TAUR | POTRA 040 (DFD) | DES A/C1: CL212UZ, 2165044 | TAUR | POTRA 640 (FRM) | CL 0.00 0.25 -25.63 ZTHR = 600.0 TAUR = 20.0 -750.0 (400.0,400.0) (0.0,3000.0) 12 6.04A RL VS 6.04A RH SL = 4

Reit number: 1421

### NMAC Characterization

 100% had pattern shown on attached plot

 100% had planned separation = 750 ft

 AC1 rates:
 400 fpm

 AC2 rates:
 3000 fpm

 AC1 accel:
 0.0 g

 AC2 accel:
 0.25 g

 AC2 accel time:
 25 sec

## Performance Statistics (relate to whole class)

99% of RAs were non-crossing 50% of NMACs were non-crossing

0009 إ SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL313SZL.605; REIT Number=1614 PRA 겅 걸 A/C 1 Own Attitude (as planned) A/C 2 Own Altitude (as planned) IÒES DES A/C 1 Own Altitude A/C 2 Own Altitude PRA ---->>===000==<u>+</u>000==0000<u>+</u>=0000==0 Altitude in Feet

Time in Seconds

			<u>බ</u>	Д
NTER	400.0	3720.0	A/C1: CL313CG,2162022  TAUR   POTRA 034 (LVW)   LC1 042 [XRA]   LC5   DES 046   IDES 055	A/C2:CL313EH2,2262122  PVMD   POTRA @40 (DFD)   CL @42 [XRA]   ICL @4
CROSSING_ENCOUNTER	ALIM =	-20.0	e42 e55	042
CROSSI	25.0	0.0	LC1 IDES	- CI
8.81	TAUV =	-0.35	(LVW)	(DFD)
326	25.0	0.00	TRA 034 046	TRA 640
1614 6.02 RL VS 6.02 RH 13 -268.81	SL = 5 2THR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	500.0 (0.0,0.0) (5000.0,0.0) 0.00 -0.35 0.0 -20.0	TAUR   PO	oa I ownal
L VS 6.	750.0	0) (20	162022	262122
6.02 R	ZTHR =	(0.0,0.0)	313CG, 2.	13ЕН2, 2:
1614	SL = 5	500.0	A/C1: CL	A/C2:CL3

14	1614 6.04 RL VS 6.04 RH	L VS	9.	04 RH		13 -85.07	89		CROSS	CROSSING_ENCOUNTER	UNTER		
72	THR =	9	0.0	TA	E	20	0.	TAUV =	20.0	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	= 300.0		
9	.0,0.	6	(50	0.00	0.0	0.0	00	-0.35	0.0	500.0 (0.0,0.0) (5000.0,0.0) 0.00 -0.35 0.0 -20.0	3720.0		
댔	3MQ, 2	1640	33	PVMD	_	SEC	@46	[XRA]	-	A/C1: CL313MQ, 2164033  PVMD   DES 646 [XRA]   IDES 650			
(1)	OR2, 2	2641	33	DAVA I	_	POTRA	043	(DFD)	- CI	046	A/C2:CL3130R2, 2264133   PVMD   POTRA @43 (DFD)   CL @46 [XRA]   ICL	ICI	യ

			650	@ <b>4</b> 8
			IDES	ICL
<b>~</b>		0	_	-
COUNTE	300.0	3720.0	[XRA]	[XRA]
CROSSING_ENCOUNTER	ALIM .	20.0	646	046
CROS	20.0	0.0	DES	- CI
1614 6.04A RL VS 6.04A RH 13 -85.07	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0 (0.0,0.0) (5000.0,0.0) 0.00 -0.35 0.0 -20.0	A/C1: CL313WZ,2165044   TAUR   POTRA 040 (LVW)   DES 046 [XRA]   IDES 050	A/C2:CL313YZ2, 2265144   TAUR   POTRA 040 (6FT)   CL 046 [XRA]   ICL 048
	0	0	@40	@40
13	20.	0.0	OTRA	OTRA
Ħ	**	6	P4 	<u></u>
6.04A	TAU	0.00.00	TAUR	ITAUR
VS	00.0	(20	044	144
RL	6	6	165	265
Ø	H	•	2	2
6.04	ZTHR	(0.0)	.313WZ	13YZ2
4	4	٥.	CI	CL3
161	SI #	500	A/C1:	A/C2:

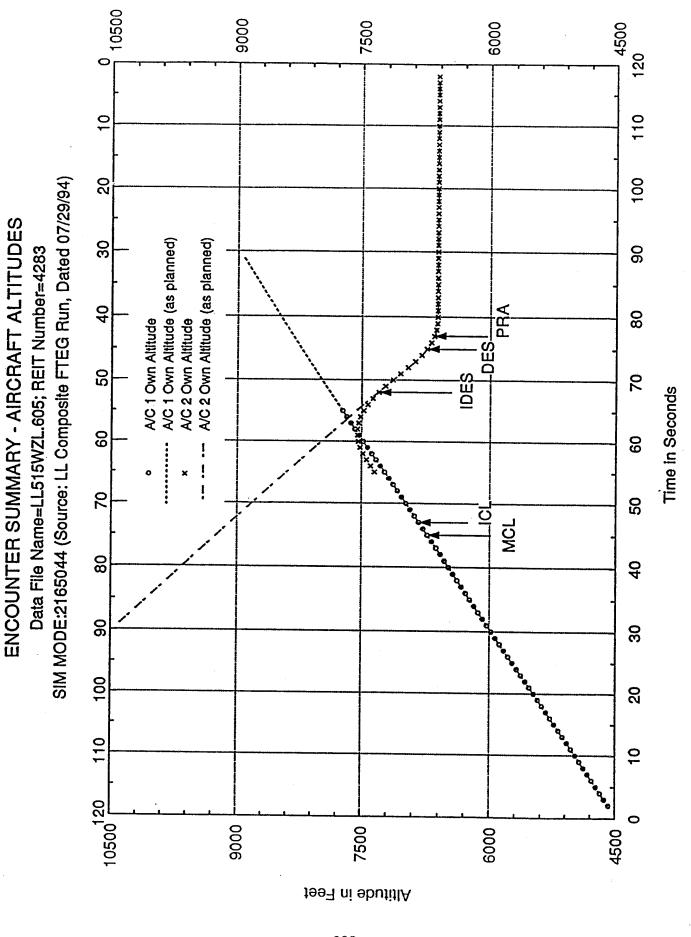
Reit number: 1614

### NMAC Characterization

100% had pattern shown on attached plot
100% had planned separation = 500 ft
AC1 rates:
AC2 rates:
AC2 racel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:
AC2 accel:

## Performance Statistics (relate to whole class)

85% of RAs were non-crossing 0% of NMACs were non-crossing



				@ 52	
		7480.0		IDES	
NTER	400.0	7 0.0		[NXRA]   IDES 052	
CROSSING_ENCOUNTER	ALIM .	-500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0	645	(DFD)   DES 043	
SSI	0.		ICL	DES	
CRO CRO	25	.35	_		
	ŧ	0	X.	ED)	
7.02	TAUV	0.00	Z		
13	0	_	@43	641	
4283' 6.02 RL VS 6.02 RH 15 137.02	<b>=</b> 25.	5000.0	MCL	POTRA	
	KIR	.0.	_	_	
2	Ţ	9	V	Y.	
.0	0	6	<u> </u>	<u> </u>	
NS 6	750.	000	2022	2122	
RL	ш	0,3	216	226	
6.02	ZTHR	(3000.	515CE,	15EG2,	
4283	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	-500.0	A/C1: CL515CE, 2162022   PVMD   MCL 043 [NXRA]   ICL 045	A/C2:CL515EG2, 2262122   PVMD   POTRA 041	

	0		s e52
	480.		IDE
.350.0	7 0.03		A/C2:CL515M02,2264133  PVMD   POTRA @43 (DFD)   DES @45 [NXRA]   IDES @52
ALIM	0.0	647	045
0.9	.0	ICL	DES
2	0.35	A)	_
TAUV =	00.	(NXR	(DFD
0	°	¢45	643
R = 25.	0,5000.0	MCL H	POTRA
TAU	(0.0	PVMD	PVMD
600.0	(0000.0)	4033	4133
Ħ	.0,3	, 216	, 226
ZTHR	(3000	51500,	15M02,
ß	0.0	 .:	CL5
SI.	-500	A/C1:	A/C2:
	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0 -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7480.0	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0 -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7480.0 A/C1: CL5150Q,2164033  PVMD   MCL @45 [NXRA]   ICL @47

SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0 -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7480.0 A/C1: CL515XZ,2165044  PVMD   MCL			0.0		DES 052
SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 - A/C1: CL515XZ,2165044  PVMD   MCL	, T.	[NXRA]   I			
SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 A/C1: CL515XZ,2165044  PVMD   MCL	2010	ALIM	0.0	647	045
4283 6.04A KL VS 6.04A KH IS -39.93 CACOSING_ENCOUNTERS  SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0  -500.0 (3000.0,3000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0  A/C1: CL515XZ,2165044  PVMD   MCL		5.0	2	ICI	DES
4283	า	2	0.3	RA]	- (a
4283 6.04A RL VS 6.04A KH IS  SL = 5 ZTHR = 600.0 TAUR = 25.0  -500.0 (3000.0,3000.0) (0.0,5000.0) (  A/C1: CL515XZ,2165044  PVMD   MCL	7. 7. 7.	TAUV	00.0	XN]	(DF
4283 6.04A KL VS 6.04A KH L  SL = 5 ZTHR = 600.0 TAUR = 25  -500.0 (3000.0,3000.0) (0.0,5000.  A/C1: CL515XZ,2165044  PVMD   MCL	n	٥.	6	645	043
SL = 5 ZTHR = 600.0 TAUR -500.0 (3000.0,3000.0) (0.0, A/C1: CL515XZ,2165044  PVMD	-	<b>=</b> 25	5000.	MCL	POTRA
SL = 5 ZTHR = 600.0 TR -500.0 (3000.0,3000.0) (C A/C1: CL515XZ,2165044  PVME	2	Ř	.0,	_	_
SL = 5 ZTHR = 600.0 -500.0 (3000.0,3000.0 A/C1: CL515XZ,2165044	5.04£	Ę.	<u>ي</u>	PVME	PVME
SL = 5 ZTHR = 6 -500.0 (3000.0,30 A/C1: CL515XZ,2165	ν >	0.00	0.00	044	144
SL = 5 ZTHR = -500.0 (3000.0 A/C1: CL515XZ, 2	캎	9	, 30	165	265
SL = 5 -500.0 A/C1: CL	6.04A	ZTHR =	(3000.0	515XZ, 2	15XZ2,2
SL = SL = -500 A/C1:	ლ	Ŋ	0.0	당	CL5
	428	SI =	-500	A/C1:	A/C2:

Reit number: 4283

### NMAC Characterization

86% had pattern shown on attached plot planned separation =(16%) -250, (56%) -500, (28%) -750 (39%)5000, (61%) 3000 5000 AC2 accel : (6%) 0.15, (44%) 0.25, (50%) 0.35 AC2 accel time : CPA: (78%) 20, or (22%) 25 AC1 accel:

# Performance Statistics (relate to whole class)

91% of RAs were non-crossing 40% of NMACs were non-crossing

- 5000 120 SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) A/C 1 Own Attitude A/C 1 Own Attitude (as planned) A/C 2 Own Attitude A/C 2 Own Altitude (as planned) Data File Name=LL515WZL.605; REIT Number=5543 r DES PRA 1997 ni ebutitlA

Time in Seconds

**ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 

				055
		-500.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7520.0		A/C2:CL515EG2,2262122  PVMD   POTRA @42 (DFD)   DES @44 [NXRA]  IDES @55
ER		7.5		_
IND	0.00	_		IXRA
5543 6.02 RL VS 6.02 RH 15 248.33 NON_CROSSING_ENCOUNTER	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	20.0		=
ยู่	Σij	1	46	44
SSI	AI	0.0	<b>ම</b>	<b>©</b>
g,	٥.		ICL	DES
NON NON	25	.35	_	_
	N	0	XRA	FD)
33	AUV	00	Z	9
48.	Н	•	4	2
(7	0	6	64	9
വ	25	000	. 7	TR
_	# ~	), 5(	2	<u> </u>
EH.	TAUE	9.0	A/C1: CL515CE, 2162022   PVMD   CL 644 [NXRA]   ICL 646	ð
07		_	Δď	PV
6	0.0	0.0	22	22
ΛS	75	100	620	621
RI	Ħ	·0·	, 21	, 22
.02	THR	000	5CE	EG2
ဖ	73	٦ -	151	515
43	יי	0.0	•	S
S S	1.	-50	/C1	1/C2
	0,		er,	F4,

				<b>@</b> 53
		7520.0		A/C2:CL515MO2, 2264133   PVWD   POTRA @43 (DFD)   DES @46 [NXRA]   IDES @53
OUNTER	<b>350.0</b>	-500.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7520.0		[NXRA
1G_ENC	ALIM	0.0	048	046
CROSSING_ENCOUNTER	25.0	.35	]  ICL	DES
	AUV =	0 00	[NXRA	(DFD)
63.21	0	0.0	046	e 43
15	= 25	5000.	ij	POTRA
4 RH	TAUR	(0.0)	PVMD	- QWA
5543 6.04 RL VS 6.04 RH	0.009	(0.000	4033	4133 11
RL	Ħ	.0,1	,216	, 226
6.04	ZTHR	(1000	,51500	15M02
5543	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	-500.0	A/C1: CL5150Q, 2164033  PVMD   CL @46 [NXRA]   ICL @48	A/C2:CL5

5543 6.04A RL VS 6.04A RH	)4A	RL	VS	6.04	A R	Ħ	15		63.21	<b>.</b>	CRO	SSING	ENCC	CROSSING_ENCOUNTER		
	田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田田	. 6	0.00	E	AUR	H	25.	0	TAUV		25.0	SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 ALIM = 350.0	# <b>E</b>	350.0		
	00.0	, 100	0.00	~	0.0	, 500	0.0	0	00.	0	35	0.0	-20	0	-500.0 (1000.0,1000.0) (0.0,5000.0) 0.00 0.35 0.0 -20.0 7520.0	
	ζZ, 2	1650	)44	PVM	<u>–</u>	CL	Ū	046	XX.	RA]	ICL	A/C1: CL515XZ, 2165044   PVMD   CL 646 [NXRA]   ICL 648	œ			
	2.2	2651	144	PVM	<u> </u>	POT	RA (	043	9	í Q	DES	04	9	NXRA]	A/C2:CL515XZ2,2265144  PVMD   POTRA 043 (DFD)   DES 046 [NXRA]   IDES 053	<u>බ</u>

Mitre encounter Class: 15 Reit number: 5543

NMAC Characterization

 14% had pattern shown on attached plot

 100% had planned separation = -500
 ft

 AC1 rates:
 1000
 fpm

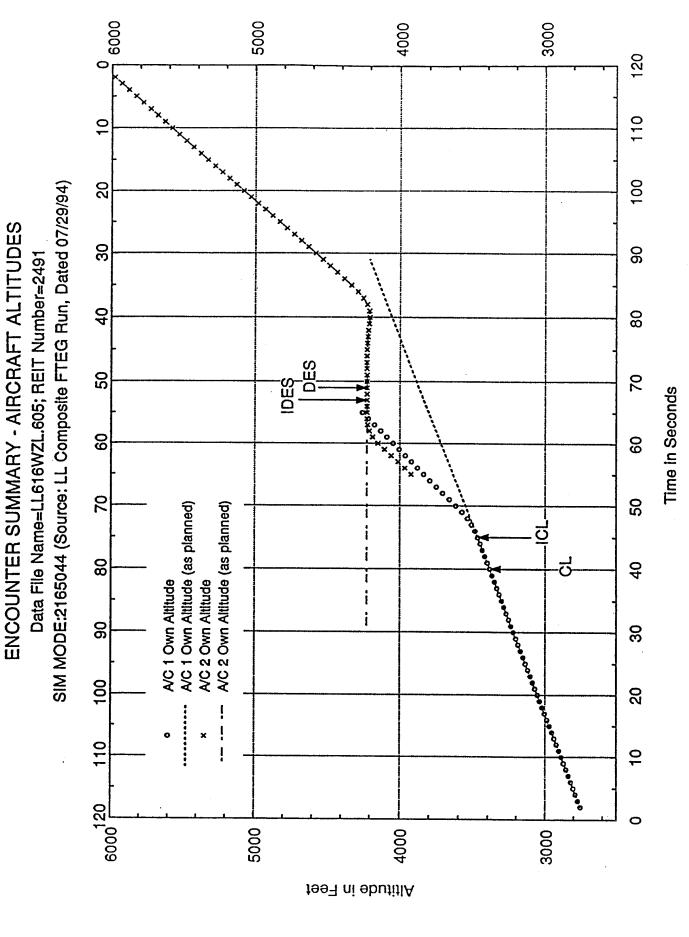
 AC2 rates:
 5000
 fpm

 AC1 accel:
 0.0
 g

 AC2 accel:
 20
 sec

Performance Statistics (relate to whole class)

91% of RAs were non-crossing 40% of NMACs were non-crossing



ALIM = 400.0 0.0 -25.0 CROSSING_ENCOUNTER **e**53 640 [XRA] | ICL [XRA] | IDES ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 -500.0 (1000.0,1000.0) (-3000.0,0.0) 0.00 0.35 534.63 A/C2;CL616EG2,2262122 | TAUR | DES 034 A/C1: C1616CE, 2162022 | TAUR | CL @34 16 6.02 RL VS 6.02 RH SL = 5

3720.0 SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0 0.0 -25.0 CROSSING_ENCOUNTER **@53** @45 [XRA] | IDES 040 [XRA] | ICL 0.35 -500.0 (1000.0,1000.0) (-3000.0,0.0) 0.00 -85.41 651 16 A/C2:CL616M02,2264133 | RELZ | DES A/C1: CL61600, 2164033 | TAUR | CL 6.04 RL VS 6.04 RH

CROSSING_ENCOUNTER ALIM = 300.0 0.0 -25.0 045 **e**53 [XRA] | IDES A/C1: CL616XZ,2165044 | TAUR | CL 040 [XRA] | ICL TAUV = 20.0 0.35 -85.41-500.0 (1000.0,1000.0) (-3000.0,0.0) 0.00 051 ZTHR = 600.0 TAUR = 20.0 16 A/C2:CL616X22,2265144 | RELZ | DES 6.04A RL VS 6.04A RH SL = 4

Reit number: 2491

### NMAC Characterization

	ft	fpm	$_{ m fbm}$	8	<b>50</b>	sec
100% had pattern shown on attached plot	500	1000	-3000	0.0	0.35	25
no nwods 1	planned separation	ı				.PA:
patteri		١ ••	•••	••	••	time: C
100% had	100% had	AC1 rates	AC2 rates	AC1 accel	AC2 accel	AC2 accel time: CPA:

## Performance Statistics (relate to whole class)

86% of RAs were non-crossing 0% of NMACs were non-crossing

SIM MODE:2165044 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL717XZL.605; REIT Number=2732 ರ IDES DES A/C 1 Own Altitude (as planned) A/C 2 Own Altitude (as planned) A/C 2 Own Altitude A/C 1 Own Altitude Altitude in Feet

Time in Seconds

			9	9
ยล	0.00	500.0 (0.0,5000.0) (0.0,3000.0) 0.15 0.15 -25.0 -30.0 3700.0	DES	(FRM)   CL 041 [XRA]   ICL 04
CROSSING_ENCOUNTER	ALIM = 4	-30.0	042	041 [
CROSSING	20.0	-25.0	DCL	CI —
	AUV =	0.15	[XRA]	
-663.	0.0	0.15	040	. e40 56
17	R = 20	(0.000	l ICI	AUR   POTRA 64
.02 RH	0 TAU	(0.0,3	TAUR	TAUR 
VS 6	750.	0.0	62022	62122
2732 6.02 RL VS 6.02 RH 17 -663.91	ZTHR =	(0.0,500	717CF, 21	17ef2, 22
2732	SL = 4 ZTHR = 750.0 TAUR = 20.0 TAUV = 20.0 ALIM = 400.0	500.0	A/C1: CL717CF, 2162022   TAUR   LC1 040 [XRA]   DCL 042	A/C2:CL717EF2,2262122   TAUR   POTRA 040   MCL 056

IER	300.0	3700.0		
CROSSING_ENCOUNTER	ALIM =	-30.0	054	@49
ROSSING	20.0	-25.0	IDES	ICI
	AUV =	0.15	[XRA]	[XRA]
-33.	o.	0.15	045	045
17	<b>1</b> 20	(0.00	DES	ਹ
4 RH	TAUR	0.0,30	TÀUR	TAUR
vs 6.0	0.009	) (0.	4033	4133
2732 6.04 RL VS 6.04 RH 17 -33.01	ZTHR =	500.0 (0.0,5000.0) (0.0,3000.0) 0.15 0.15 -25.0 -30.0	1110,216	170P2, 226
2732	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0	A/C1: CL7170,2164033  TÀUR   DES 645 [XRA]   IDES 654	A/C2:CL717OP2, 2264133   TAUR   CL 045 [XRA]   ICL 049

		0		
UNTER	0.001	3700.0		
CROSSING_ENCOUNTER	ALIM = 3	-30.0	054	049
CROSS	20.0	-25.0	IDES	ICL
-33.01	TAUV =	0.15	[XRA]	[XRA]
17	20.0	0.15	3 645	045
6.04A RH	TAUR =	(0.0,3000.0	TAUR   DES	TAUR   CL
2732 6.04A RL VS 6.04A RH	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0 (0.0,5000.0) (0.0,3000.0) 0.15 0.15 -25.0 -30.0	A/C1: CL717WZ, 2165044   TAUR   DES 645 [XRA]   IDES 654	A/C2:CL717YZ2, 2265144   TAUR   CL 045 [XRA]   ICL 049
2732	SL = 4	500.0	A/C1: CL	A/C2:CL7

Mitre encounter Class: 17 Rej

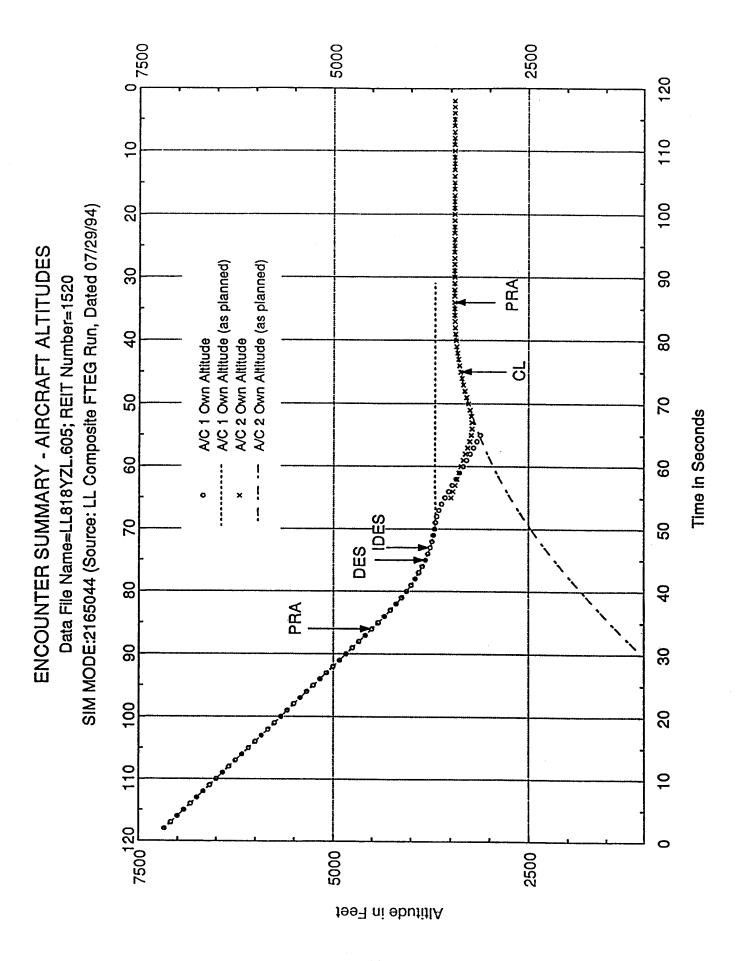
Reit number: 2732

### NMAC Characterization

sec (evenly distributed) g g (evenly distributed) fpm fpm 100% had pattern shown on attached plot 250, 500 5000 5000 0.15, 0.25, 0.35 25 or 30 (93%) 0.15, (7%) 0.25 3000, planned separation = AC2 accel time: CPA: AC1 accel: AC2 accel: AC2 rates: AC1 rates:

## Performance Statistics (relate to whole class)

98% of RAs were non-crossing 4% of NMACs were non-crossing



[XRA] | IDES 3700.0 NON_CROSSING_ENCOUNTER ALIM = 400.0 [XRA] 750.0 (-5000.0,0.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -25.0 646 **646** (FRM) | DES TAUV = 25.0 (LVW) | CL 73.23 A/C1: CL818CF, 2162022 | PVMD | POTRA @38 A/C2:CL818EH2, 2262122 | PVMD | POTRA @41 TAUR = 25.0 18 6.02 RL VS 6.02 RH ZTHR = 750.0 1520

**648** @46 [XRA] | IDES 3700.0 NON_CROSSING_ENCOUNTER ALIM = 300.0 [XRA] 750.0 (-5000.0,0.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -25.0 046 (FRM) | DES TAUV = 20.0 (LVW) | CL 73.23 A/C1: CL818OR, 2164033 | TAUR | POTRA 640 A/C2:CL8180R2, 2264133 | PVMD | POTRA @43 TAUR = 20.0 18 6.04 RL VS 6.04 RH ZTHR = 600.0 1520 SI =

@47 [XRA] | IDES 3700.0 CROSSING_ENCOUNTER ALIM = 350.0 [XRA] 750.0 (-5000.0,0.0) (0.0,-5000.0) 0.15 -0.05 -25.0 -25.0 045 045 (GFT) | DES TAUV = 25.0 (LVW) | CL -30.53A/C1: CL818WZ, 2165044 | TAUR | POTRA 634 A/C2:CL818XZ2, 2265144 | TAUR | POTRA 034 ZTHR = 600.0 TAUR = 25.0 18 RL VS 6.04A RH 6.04A ß SI =

Reit number: 1520

### NMAC Characterization

71% had pattern shown on attached plot
planned separation = 250, 500, 750 ft
AC1 rates: -5000 fpn
AC2 rates: (41%) -3000, (59%) -5000 fpn
AC1 accel: -0.05, 0.15 g
AC2 accel: -0.05, -0.15, -0.25 g
AC2 accel time: CPA: (83%) 20, (17%) 25 sec

## Performance Statistics (relate to whole class)

89% of RAs were non-crossing 33% of NMACs were non-crossing

SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94) **ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** Data File Name=LL818YZH.605; REIT Number=3978 걸 A/C 1 Own Attitude (as planned) A/C 2 Own Attitude A/C 2 Own Attitude (as planned) A/C 1 Own Altitude IDES DES Altitude in Feet

Time in Seconds

			04 <b>6</b>	045
COUNTER	400.0	3700.0	[NXRA]   LD1	[NXRA]   LC1
SINGEN	ALIM =	-25.0	636	635
NON CROSSING ENCOUNTER	25.0	0.35 -25.0	FD)   CI	VW)   DES
961.25	.0 TAUV	0.25	. e34 (D i56	. 034 (L 58
2 RL 18	TAUR = 25	(0.001,000)	TAUR   POTRA 03   LD2 056	raur   Potra 63   LC2 658
3978 6.02 RH VS 6.02 RL 18 961.25	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	500.0 (-3000.0,0.0) (0.0,1000.0) 0.25 0.35 -25.0 -25.0 3700.0	A/C1: CL818CF, 2162122   TAUR   POTRA @34 (DFD)   CL @36 [NXRA]   LD1   LD2 @56	A/C2:CL818EH2,2262022   TAUR   POTRA 034 (LVW)   DES 035 [NXRA]   LC1 045
3978	SL = 5	500.0	A/C1: C	A/C2:CL

æ	0.0	3700.0		
CROSSING_ENCOUNTER	ALIM = 30	500.0 (-3000.0,0.0) (0.0,1000.0) 0.25 0.35 -25.0 -25.0	054	@45
OSSING	0.0	-25.0	IDES	ICL
	V = 2	0.35	[XRA]	[XRA]
85.41	O TAI	0.25	651	@40
18	<b>=</b> 20.	(0.00	DES	ដ
RL	TAUR	0.0,10	ELZ	AUR
VS 6.04	0.009	0.0)	54133  F	54033 11
3978 6.04 RH VS 6.04 RL 18	ZTHR =	-3000.0,	180R, 21	80R2, 226
3978	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0 (	A/C1: CL8180R, 2164133   RELZ   DES @51 [XRA]   IDES @54	A/C2:CL8180R2,2264033   TAUR   CL 640 [XRA]   ICL 645

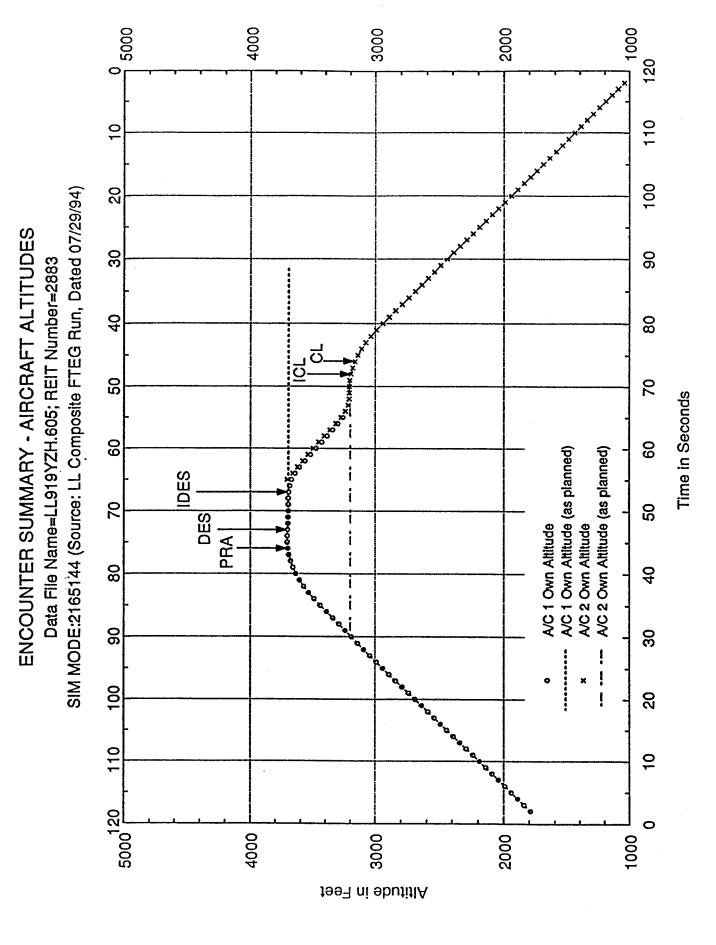
TER	0.0	3700.0		
CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0 (-3000.0,0.0) (0.0,1000.0) 0.25 0.35 -25.0 -25.0	054	045
CROSSI	e 0.0	-25.0	IDES	ICL
85.41	W = 2	0.35	[XRA]	[XRA]
	.0 TA	0.25	<b>e</b> 51	040
18	. = 20	(0.000	DES	Ç
5.04A R	TAUR	(0.0,1	RELZ	TAUR
RH VS (	0.009	(0.0,	65144	65044
3978 6.04A RH VS 6.04A RL	ZTHR =	(-3000.0	318WZ, 21	18XZ2, 22
3978	SL = 4	500.0	A/C1: CL818WZ,2165144  RELZ   DES @51 [XRA]   IDES @54	A/C2:CL818XZ2, 2265044   TAUR   CL 040 [XRA]   ICL 045

Reit number: 3978

### NMAC Characterization

# Performance Statistics (relate to whole class)

89% of RAs were non-crossing 33% of NMACs were non-crossing



NCOUNTER	400.0	3700.0	l LD1	
SINGE	ALIM =	-20.0	043	100
NON_CROSSING_ENCOUNTER	SL = 5 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0	500.0 (3000.0,0.0) (3000.0,0.0) -0.15 -0.15 -25.0 -20.0	]] CL	310 101 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	TAUV =	-0.15	[NXRA	
1004	25.0	-0.15	638 658	700
, 19	GR =	(0.0,0.0)	MCL LD2	-
.02 RI	O TA	(3000	RELZ 	01146
2883 6.02 RH VS 6.02 RL 19 1004.89	<b>=</b> 750.	0,0,0	2162122	2262022
6.02	ZTHR	(3000.	.919CF,	010000
2883	SL # 5	500.0	A/C1: CL919CF, 2162122   RELZ   MCL @38 [NXRA]   CL   LD2 @58	010.60/ 4

CROSSING_ENCOUNTER	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	500.0 (3000.0,0.0) (3000.0,0.0) -0.15 -0.15 -25.0 -20.0 3700.0	A/C1: CL919OR, 2164133   RELZ   POTRA @44 (DFD)   DES @47 (XRA)   IDES @53	648
CROSSING	20.0	-25.0	DES	l ICL
2883 6.04 RH VS 6.04 RL 19 -28.78 C	TAUV -	-0.15	(DFD)	[XRA]
	0.0	-0.15	A 644	046
	표 = 2	0,0,0	POTR	- 13
04 RL	TAT	(3000.	RELZ	RELZ
1 VS 6.	600.0	(0.0)	164133	64033
6.04 RI	ZTHR =	3000.0,	190R, 2	90R2, 22
2883	SL = 4	500.0 (	A/Cl: CL9	A/C2:CL9190R2, 2264033   RELZ   CL 046 [XRA]   ICL 048

			053	
CROSSING_ENCOUNTER	300.0	500.0 (3000.0,0:0) (3000.0,0.0) -0.15 -0.15 -25.0 -20.0 3700.0	A/C1: CL919WZ, 2165144   RELZ   POTRA @44 (DFD)   DES @47 [XRA]   IDES	
INGEN	ALIM =	-20.0	647	048
CROSS	20.02	-25.0	DES	ICL
-28.78	AUV =	-0.15	(DFD)	[XRA]
19 -	20.0 I	0) -0.15	IRA 644	046
2883 6.04A RH VS 6.04A RL	SL = 4 ZTHR = 600.0 TAUR = 20.0 TAUV = 20.0 ALIM = 300.0	(3000.0,0.	RELZ   PO'	A/C2:C1919Y22, 2265044   RELZ   CL 046 [XRA]   ICL 048
RH VS	0.009	0:0:	165144	65044
6.04A	ZTHR =	(3000.0)	919WZ, 21	19Y22, 23
2883	SL = 4	500.0	A/C1: CL	A/C2:CL9

Reit number: 2883

### NMAC Characterization

31% had pattern shown on attached plot
planned separation = +/- 500, 1000
AC1 rates: 3000, 5000
AC2 rates: (36%) -0.05, (64%) -0.15
AC2 accel: (64%) -0.15, (27%) -0.25, (9%) -0.35
AC2 accel time: CPA: (55%) 20, (9%) 25, (36%) 30

fpm fpm

Performance Statistics (relate to whole class)

77% of RAs were non-crossing 0% of NMACs were non-crossing

SIM MODE:2165144 (Source: LL Composite FTEG Run, Dated 07/29/94) A/C 1 Own Altitude (as planned) A/C 2 Own Altitude A/C 2 Own Altitude (as planned) PRA DES A/C 1 Own Altitude IDES Time in Seconds DES MDES 걸 ರ Altitude in Feet

**ENCOUNTER SUMMARY - AIRCRAFT ALTITUDES** 

Data File Name=LL919YZH.605; REIT Number=7162

**@46** [XRA] | ICL -500.0 (5000.0,0.0) (-3000.0,0.0) -0.15 0.05 -25.0 -30.0 7500.0 ZTHR = 750.0 TAUR = 25.0 TAUV = 25.0 ALIM = 400.0 CROSSING_ENCOUNTER @44 [XRA] | IDES 047 (DFD) | CL 242.44 A/C1: CL919CF, 2162122 | PVMD | POTRA 641 043 A/C2:CL919EH2, 2262022 | PVMD | DES 19 6.02 RH VS 6.02 RL 7162

[XRA] | ICL 7500.0 ALIM = 350.0 CROSSING ENCOUNTER -500.0 (5000.0,0.0) (-3000.0,0.0) -0.15 0.05 -25.0 -30.0 @ 4 4 [XRA] | IDES 047 (DFD) | CL SL = 5 ZTHR = 600.0 TAUR = 25.0 TAUV = 25.0 242.44 043 A/C1: CL9190R, 2164133 | PVMD | POTRA 642 A/C2:CL919OR2, 2264033 | PVMD | DES 19 6.04 RH VS 6.04 RL 7162

052 @47 [XRA] | IDES 046 [XRA] | ICL 0.05 -25.0 -30.0 7500.0 CROSSING_ENCOUNTER ALIM = 350.0 e45 e60 (6FT) | DES A/C1: CL919WZ,2165144 | TAUR | POTRA 034 (6FT) | CL TAUV = 25.0 88.47 -500.0 (5000.0,0.0) (-3000.0,0.0) -0.15 A/C2:CL919YZ2,2265044 | TAUR | POTRA 034 | DES 057 ZTHR = 600.0 TAUR = 25.0 6.04A RH VS 6.04A RL 19 SL = 5 7162

Reit number: 7162

### NMAC Characterization

fpm fpm 8 8 8 8 8 8 0.05, 0.15, 0.25, 0.35 (64%) 20, (24%) 25, (12%) 30 (3%) 1000, (76%) 3000, (21%) 5000 (28%) -3000, (72%) -5000 -500, -750 69% had pattern shown on attached plot AC2 accel time: CPA: planned separation = AC1 rates: AC1 accel: AC2 rates: AC2 accel:

## Performance Statistics (relate to whole class)

77% of RAs were non-crossing 0% of NMACs were non-crossing

### APPENDIX M

### MINUTES OF 24 AUGUST 1994 NMAC REVIEW MEETING

### I. Overview

A meeting was held at Lincoln Laboratory on 24 August 1994 to review the CAS version 6.04A NMACs. An attendance list is given on page 3. Agenda items included:

- (1) a review of Lincoln's 30 "representative NMACS," i.e., TCAS-TCAS simulated encounters in which both aircraft were TCAS-equipped (6.04A), both pilots responded properly, and yet the vertical separation at closest approach was less than 100 ft.
- (2) a review of FAA Technical Center's 13 failure mechanisms, i.e., the primary logic mechanisms underlying the TCAS-TCAS NMACs.
- (3) a discussion of how to develop a class of encounters that would include known TCAS "events." This would include aircraft overshooting their altitude-clearances (two aircraft accelerations instead of just one).

Most of the meeting was devoted to item 1. Item 2 was also completed. Item 3 was essentially not addressed.

### II. Agenda Item 1

For each of the 30 NMACs, we attempted to answer the following questions:

- (1) Did we understand the NMAC? What caused it? Was there anything about the logic performance that we could not explain or that seemed wrong? Were we satisfied with the trade-offs made by the logic?
- (2) How frequently did we expect this encounter to occur in the airspace? Would it occur only as a result of some breakdown or error in the system, or would it be something that controllers would do on a regular basis?
- (3) Would this encounter be affected by any of the version 7 changes? Might the problems go away with version 7?

We flagged encounters that we did not understand and encounters that could occur frequently. Encounters were considered somewhat less urgent if they would be improved by version 7. Version 7 improvements could come from the following: better tracker (faster detection of maneuvers), elimination of coordination delay (earlier posting of RA - earlier pilot response and less time for aircraft contrary motion), TCAS-TCAS reversals, and immediate posting of a crossing RA in both aircraft if a crossing RA is selected by one aircraft.

### Comments on specific encounters:

Class 515, reit 1195. The question was raised about the likelihood of an aircraft going to 5000 fpm from level flight at low altitude. The group felt that high rate climb-outs from busy airports are likely. Also, these rates could occur with crossing restrictions, i.e., when an aircraft has to be above or below a set altitude by a certain distance. See action item 6.

<u>Class 616</u>, reit 5863. This would be a good encounter to check the effect of the 25ft tracker.

<u>Class 717, reit 2538</u>. (Ref CRF 176) The comment was made that with version 7 neither aircraft would issue an RA. Both aircraft would remain yellow TAs even though both would clearly be threats. We agreed that this needs further thought. This same idea was rejected some years ago because it essentially communicated false information (that the intruder was not a threat) to the pilot, perhaps preventing the aircraft from making some last-minute saving maneuver (a turn?).

<u>Class 717, reit 8982</u>. A suggestion was made to trigger the TCAS-TCAS reversal logic when TCAS detects an intruder acceleration during own's pilot response delay period.

<u>Class 818, reit 3615</u>. (Ref CRF 139) This will exercise the new logic that immediately issues a crossing RA in both aircraft when a crossing is issued in one aircraft. (Or it could exercise the TCAS-TCAS reversal logic.) This would be a good encounter to check the balance between early crossings for both aircraft vs. a TCAS-TCAS reversal.

Class 818, reit 4970. (Ref CRF 205) See action item 2.

Class 515, reit 4283. See action item 1.

<u>Class 515, reit 5543</u>. SL3 is not adequate to handle the high vertical rates we are using. See action item 6.

Class 818, reit 1520. See action item 3.

Class 818, reit 3978. Same comment as Class 818, reit 3615 above.

<u>Class 919. reit 2883</u>. This was compared to the Houston encounter. Concern was expressed that this could (has?) happened in the airspace. See action item 6.

Class 919, reit 7162. This is a "Seattle encounter" but with 750 or 500 ft planned separation. The comment was made that all Seattle encounters that we know of in the airspace have had 1000ft planned separation. It was agreed to include this encounter (as an overshoot) in the special encounter set. Andy Zeitlin pointed out that the overshoot is an easy extension of the level-off encounters we already have. We would just add an extra parameter to our existing classes. See action item 4.

<u>Class 919, reit 1509</u>. There was no concern about this encounter because the aircraft is delaying a crossing RA, waiting for a level-off to occur; and this is viewed as an appropriate trade-off.

Class 919, reit 3523. See action item 5.

<u>Class 313, reit 1614.</u> This could happen in the airspace. See action item 6.

### III. Agenda Item 2

FAA Technical Center reviewed the failure mechanisms observed in their simulation database. Their groupings were based on logic features, rather than on geometry (the Lincoln basis). The 13 failure mechanisms were:

- 1. Contrary Encounter Mechanism
- 2. Firmness Encounter Mechanism
- 3-7. Maintain Encounter Mechanism
- 8-11. Recovery Encounter Mechanism
- 12. Restart Encounter Mechanism
- 13. Slow Level-off Encounter Mechanism

Example plots were reviewed for each type of failure mechanism.

### IV. Action Items

(answers to be faxed to other members of review committee)

- (1) FAATC: Class 515, reit 4283. Look into why we get an increase RA when the aircraft's vertical rate is already 3000 fpm.
- (2) FAATC: Class 818, reit 4970. Explain why 6.04 and 6.04A have such different results 6.04 gives no RAs while 6.04A gives RAs that lead to NMACS.
- (3) MITRE: Class 818, reit 1520. Look into the subject of many deferrals occurring one after another, resulting in too long a delay in issuing an RA.
- (4) MITRE: Present thoughts on an overshoot class at the next TCAS Program Review.
- (5) Lincoln Lab: Give second-by-second and summary data to Larry Nivert and MITRE for each of the three NMAC encounters in which the planned separation was 1000 ft. (all class 919, reits 1738, 4969, 5131)
- (6) Lincoln Lab: Communicate results of altimetry monitoring when available (what vertical rates and accelerations are we seeing in the airspace? what kinds of overshoots?) Check with ARINC on expected autopilot performance.
- (7) Lincoln Lab: Circulate meeting minutes to all attendees (one per organization). Give a report at the next TCAS Program Review.

### V. Attendance List

1. Larry Nivert	FAA/ARD-140	202-267-8462
2. Andrew Zeitlin	MITRE/CAASD	703-883-6858
3. Tom Choyce	FAATC/ACD-320	609-485-4658
4. Kathryn Čiaramella	FAATC/ACD-320	609-485-5254
5. Ellen Meadors	TASC	617-942-2000
<ol><li>Rob Bradley</li></ol>	CRC	703-934-7800
7. Mike Rubinstein	CRC	703-934-7800
8. Ann Drumm	Lincoln Laboratory	617-981-3594
<ol><li>Richard Potts</li></ol>	Lincoln Laboratory	617-981-3285
10. Barbara Chludzinski	Lincoln Laboratory	617-981-4986